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American Railroad Journal.

New York, Saturday, November 4, 1865.

Liability of Railway Companies for Acts of Contractors, Agents, &c.

It seems to be now well established that a railway company is not liable for the act of a contractor's servant, where the contractor has an independent control, although subordinate, in some sense, to the general design of the work. The distinction, although but imperfectly defined for a long time, has finally assumed definite form, that "one is liable for the act of his servant, but not for that of a contractor, or of the servant of a contractor." (Redf. on Railways, § 168.)

The English case of *Steel vs. Southeastern Railway*, 32 Eng. L. & Eq., 366, was an action against the company for flowing the plaintiff's land, by the defective manner in which certain mason work was done, by the workmen of one Furness, who did the work as a contractor under the company, but under the superintendence of one Phillips, the surveyor of the company who furnished the plans. It appeared that the injury resulted from the workmen not following the directions of Phillips. The Court held that the action

could not be maintained, and one of the judges remarked, in his opinion, that "if it could have been shown that the plaintiff's land was flooded in consequence of something done by the order of Phillips, the company's surveyor, it might have been said that was the same as if Phillips had done it with his own hands, and then the company would have been responsible. This work was done under a contract, and there is nothing to show negligence in any one for whose acts the company are responsible."

But if the contractor or his servants do an act which turns out to be illegal, or a violation of the rights of others, and it be the very act he was employed to do, the employer is liable. (*Ellis vs. The Sheffield Gas Consumer's Co.*, 22 Eng. L. & Eq., 198.) The Chief Justice said, in this case, "The position in effect contended for by the defendants' counsel, I think wholly untenable, namely, that where there is a contractor, the employer can in no case be made liable. It seems to me that if the contractor do that which he is ordered to do, it is the act of the employer, and this appears to have been so considered in the cases."

Some of the earlier cases in this country and in England, held that the employer was responsible for all the acts and omissions of a contractor, the same as for those of a servant, but the course of decisions is now in conformity to the two cited by us, and adopt substantially the same view. (See *Hilliard vs. Richardson*, 8 Gray, 349.)

Sometimes a distinction has been attempted to be drawn in regard to the employer, whether the employment were by the job or by the day, making him liable for the acts of the operatives in the latter and not in the former case. But this is obviously no satisfactory ground upon which to determine the question, although it might in point of fact, come very near to effecting the same, or a similar separation of the instances in which the employer is, or is not liable. But the true ground of distinction is, not the form of employment nor the rule of compensation, but whether the work was done under the immediate control and direction of the employer, so that the operatives were his servants and not the servants of another, who was himself the undertaker for accomplishing the work, and having a separate and independent and irresponsible control of the operatives.

Every man is answerable for acts done by the negligence of those whom the law denominates his servants; because such servants represent the master himself, and their acts stand upon the same footing as his own. The sub-contractor, and not the persons with whom he contracts, is liable civilly, as well as criminally, for any wrong done by himself or his servants in the execution of the work contracted for. (*Laugher vs. Pointer*, 5 B. & C., 547; *Overton vs. Freeman*, 11 Com. B., 867.) It is said: "The liability of any one, other than the party actually guilty of any wrongful act, proceeds on the maxim *qui facit per alium facit per se*. The party employing has the selection of the party employed, and it is reasonable that he who has made choice of an unskilful or careless person to execute his orders, should be responsible for any injury resulting from the want of skill or want of care, of the person employed; but neither the principle of the rule nor the rule itself can apply to a case where the party sought to be charged does not stand in the character of employer to the party by whose negligent act the injury has been occasioned." (*Hobbit vs. London, &c.*, 4 Exch., 255.) Thus, it is often held that municipal corporations, are not liable for the acts or negligence of their contractors, unless the relation of master and servant exists between them. (*Barry vs. St. Louis* 17, Mis., 121.) So trustees or commissioners, intrusted with the conduct of public works, are not liable for injuries occasioned by the negligence of the workmen employed under their authority. (*Harris vs. Baker*, 4 M. & S., 27; *Hull vs. Smith*, 2 Bing., 156.) As where the corporation of the City of New York, having ordered a street to be graded, contracted with A. to do the grading, the whole work to be done under the direction and to the entire satisfaction of the commissioners, &c. And it was held that the city was not liable for damages caused by the workmen employed by A. (*Kelly vs. New York*, 1 Kern., 432.) So A. contracted with B. to erect a tubular bridge. B. had a surveyor, C., whom he paid a salary of £250 a year to attend to his general business; and, after obtaining the contract for the bridge, contracted with C. to provide the necessary scaffolding, for which he was to receive £40, irrespective of his salary, B. to furnish the requisite materials, in-

cluding lights. One of the poles of the scaffold rested on a highway, and owing to the want of sufficient light to warn the passers by, D. stumbled over the pole and was injured; subsequent to which, additional lights were placed on the spot, and B. paid for them. Held, that B. was not liable, and that D.'s remedy was against C. (1 L. & Eq., 477.)

LIABILITY FOR ACTS OF SUB-CONTRACTORS.

Contractors for public improvements are not liable for the negligence of workmen employed by sub-contractors. (Gourdier vs. Cormack, 2 E. D. Smith, 254.) So a railroad company is not liable for the negligence of a contractor's servants, (Clark vs. Vermont, &c., 2 Wms., 103; Pawlet vs. Rutland, &c., ib., 297.) So, if the owner of goods, in shipping them, has no control over the process, which is entirely in the hands of the master of the vessel; an action for an injury, sustained by one employed by the owner to assist in shipping his goods, by reason of a defect in the tackle, unknown to the injured man, and which by the use of ordinary care might have been cured, should be brought against the master alone; though it would be otherwise when the duty lies wholly upon the owner, or is jointly divided between him and the master. (McGatrick vs. Wason, 4 Ohio, 566.) So, the defendant, a builder, employed by the committee of a club to make certain alterations at the club house, employed A., a gas-fitter, by sub-contract, to do that part of the work. By the negligence of A., in the course of the work, the gas exploded, and injured the plaintiff. It was held that the defendant was not liable. (Rapson vs. Cubitt, 9 M. & W., 710.) So the defendants were admitted to construct a public sewer at their own expense, and employed one A. to do the whole work at a stipulated price. The plaintiffs received an injury from the negligent manner in which the sewer was left at night. Held, the defendants were not liable. (Blake vs. Ferris, 1 Seld., 48.) So a public licensed drayman was employed by the defendant to haul salt from a warehouse, and deliver it at the defendants' store for so much a barrel. While in the act of delivering it, a barrel through the drayman's carelessness, rolled against and injured the plaintiff, being on the sidewalk. The defendant was held not liable. (De Forest vs. Wright, 2 Mich., 368.) So upon a declaration that the defendant was licensed to run a skiff ferry across a river, and did run it by his lessee; and that the plaintiff's intestate was taken on board, and by negligence and want of skill of the rower was drowned; held, whether the rower was the lessee or one in his employ, and though the lease was a breach of the defendant's duty to the Government, he was not liable. (Blackwell vs. Wiswall, 24 Barb., 355.) So A. contracted, with parish officers to pave a certain district, and entered into a sub-contract with B., under which the latter was to lay down the paving of a street, the materials being supplied by A. and brought to the spot in his carts. Preparatory to the paving, the stones were laid, by laborers employed by B., on the pathway, and there left unguarded at night, in such a manner as to obstruct the same, and C. fell over them and broke his leg. It was held that B. was responsible for this negligence, and not A. (Overton vs. Freeman, 11 Com. B.) In Potter vs. Seymour, an owner being about to erect a building on his lot,

contracted with a person to furnish and set the marble for the front, agreeably to certain specifications, and for a definite sum agreed to be paid therefor. As the owner neither interfered with the work, nor reserved any right of interference, it was held that he could not be held liable to a third person for an injury sustained by the latter in consequence of the negligence of the contractor's employees engaged in setting the marble. (4 Bosw., 140.)

These cases will suffice to indicate the general drift of decisions on this subject.

LIABILITY FOR ACTS OF AGENTS GENERALLY.

For the wrongful acts of an agent, done within the proper range of his employment, the corporation is liable. It has been held in some of the cases, that where a servant pursues his own whim or caprice and acts upon his own impulses, the act is his own, and the company should not be liable therefor.

This doctrine, however, is deemed by law-writers to be based upon a misconception of the law. Without stopping to discuss the soundness of the general principle, as applicable to the relation of master and servant, we quote the language of an eminent writer on this subject. (Redfield on Railways.) "that it is not applicable to the case of corporations, and especially such as railroads. In regard to such corporations, it is altogether, an inadmissible proposition, to excuse them for every act of their servants and agents which is done, or claimed to have been done, positively and wilfully, and which results in an injury to some other party, or proves to be illegal, unless directed or ratified by the corporation."

Of course, where a servant goes out of his employment, and does a wrong, as committing an assault by his own hands, upon a stranger, or stealing goods or any other act, wholly disconnected with his employment, the master is not liable.

It will happen that when the company is under a positive duty to keep or carry things safely as bailee, or to carry persons safely, that while the company will be liable for the mere non-feasance of the servant, the servant will not be liable to the same party for such non-feasance, there being no privity between the servant and such party, no duty owing to such person from the servant. But in such a case, the servant will be liable for his positive wrongs and wilful acts of injury.

The corporation virtually assents to all the acts of its agents and servants, done in the regular course of its employment. A railroad or any business corporation exists and acts only by its agents or servants, and by putting them into their places, or suffering them to occupy them the company consent to be bound by their acts. Thus, a conductor or engineer of a railroad, while he acts with the instruments which the company puts into his hands, to be used on their behalf upon the line of their road, is acting instead of the corporation, and his acts will bind the corporation whether done negligently or continually, heedlessly or purposely.

It is stated in the Mexican Times that the railroad between Puebla and the City of Mexico will be completed by the 1st of May next. There are more than 4,000 laborers, at work on the Imperial Railroad from Vera Cruz to Mexico.

James River and Kanawha Canal.

At the annual meeting of this company held in Richmond, Va., on the 23d ult., a vote was passed to carry out an arrangement for the sale to a French house, of the property, conditioned upon its enlargement and completion to the Ohio River, and asking the Legislature to extend the charter of the company in order that the agreement may be consummated.

Louisville and Nashville Railroad.

The annual meeting of the stockholders of this company was held in Louisville on the 2d of October. The Annual Reports of the President and Directors, Secretary, Superintendent of Transportation, and Superintendent of Machinery and Road Department, were read, adopted, and ordered to be printed. We have been favored with a copy of this report, from which we learn that the receipts from transportation, etc., during the year ending June 30, 1865, were:

	Memphis Branch.	Lebanon Branch.	Main Stem.
From pass.	\$56,566 89	\$51,721 23	\$2,588,476 89
" freight	28,102 41	29,088 63	1,250,050 18
" expr'ss	3,409 02	6,672 82	110,802 05
" mails	.....	.....	86,825 00
Total Main Stem	.....	.....	\$3,986,154 12
" Lebanon Branch	.....	.....	87,482 68
" Memphis Branch	.....	.....	88,078 32
" Bardstown Branch	.....	.....	12,730 88
Hire of cars and engines by U. S. Gov., rents, and other sources	.....	.....	140,094 10
Total Main Stem and Branches, viz:			
From passengers	.....	.....	\$2,703,775 04
" freight	.....	.....	1,811,842 42
" express	.....	.....	121,828 49
" mails	.....	.....	37,500 00
" rents, etc	.....	.....	140,094 10
			4,814,540 06

And the expenses were:

Repairs of road	\$791,759 93
" bridges	41,926 48
" buildings	40,849 21
" cars	125,954 98
" engines	94,387 02
Motive power	184,796 89
Fuel	144,127 24
Oil and waste	34,562 45
Watchmen	14,657 45
Water supply	12,394 79
Loss and damage	29,615 35
Salaries	24,719 05
Transportation	231,463 07
U. S. tax on earnings	91,892 88
Reconstruction	73,392 03
Improvement account	182,021 41
General expenses	31,810 05
Discount	32,463 16
Miscellaneous	9,227 24
	2,142,024 68
Net earnings (60.4 per cent.)	\$2,172,515 42
Interest account	221,758 84

Balance \$1,950,756 58

The expenses of operating the Bardstown Branch, purchased during the year, are included in the above statement.

The company continued during the year, under the former arrangement, the operation of the 14 miles of the Memphis, Clarksville and Louisville Railroad. The earnings of which were \$12,628 78, and the expenditures, \$16,411 18. The arrangement for its operation being only temporary, and the bridge over Red River needing renewal, this operation will be discontinued, unless new arrangements are made.

The amount of damage done by the Confede-

rate forces and guerrillas to the company's property during the year is stated in the report of the Superintendent of Machinery and Road Repairs at \$94,346 45, and the whole damage sustained at \$688,372 56. The amount expended in restoring the company's property during the year was \$87,288 08; and previously \$501,305 57—in all \$588,593 60, leaving \$99,778 96, yet to be expended to fully repair all the damages sustained during the war.

In the Superintendent's report of last year, the amount estimated for construction and improvement of the road was \$1,258,303 71. His present report shows that there was expended for this purpose last year the sum of \$490,692 84, and that it still requires \$767,610 87 to finish the construction and improvement; making, with the \$99,778 96, for reconstruction, \$867,389 83.

It has been determined to continue the work of construction, reconstruction and improvement during the current fiscal year; and the Superintendent recommends the expenditure during the year for that purpose of at least \$300,000.

A statement is submitted of the extension of the Lebanon Branch. The grade to Stanford, the county seat of Lincoln, a distance of thirty-six and one-half miles, was under contract at the date of the last report. The iron superstructure is being laid, and ought to reach Stanford this year or early next year. The extension has been located to Crab Orchard, a further distance of about eleven miles, and within some twelve or fifteen miles of good coal banks. The \$600,000 bonds from the city, and the \$600,000 of the mortgage bonds of the Lebanon Branch and extension, provided for the construction, will probably extend the road to Crab Orchard, and leave a surplus, notwithstanding the high price of labor and materials. It is believed the extension will prove beneficial to the business of the road, and make the investment in the branch more profitable.

The Government tax of 2½ per cent. on the gross earnings, and 5 per cent. on the net earnings after paying interest, amounts to about 10 per cent. of the net income.

The expenses of operating proved greater than in 1863-'64, owing to the increased price of labor and materials. The road, engines, and rolling stock are materially improved in condition.

At the stockholders' meeting, in October 1861, a sinking fund of \$400,000 per annum was directed to be set apart out of the net earnings of the road to pay—first, the interest of the debt, next to completing the road, and then to the payment of the bonded debt, and the fund placed under the direction of the President and Directors, with a request to report upon its operation. The first year, to the 30th June, 1862, the \$400,000 of the sinking fund was applied to the payment of interest and the floating debt; the second year, to the 30th June, 1863, the \$400,000 of the sinking fund was applied to the payment of the interest and to the reconstruction of the road; the third year, to the 30th June, 1864, it was applied to the payment of interest, the redemption of the mortgage debt, and completing the road; the fourth and last year, it has been applied to the payment of the interest, the redemption of the mortgage debt, and completing the road. The surplus earnings of the fiscal year, after paying the immediate demands against the company, are for the benefit of the sinking fund, and will be applied to the completion and improvement of the road, and the redemption of the debt as fast as it can be purchased.

Since the establishment of the sinking fund, in 1861, the aggregate sum of earnings to the 30th June, 1865, applied to construction, has been \$750,763 98. The stock and stock liabilities of the company, on the 30th June, 1865, were \$5,-

627,870 68; the aggregate bonded debt, exclusive of the Tennessee State Aid Bonds, provided for as heretofore stated, \$3,297,000—making \$3,824,870 68.

The aggregate cost of the road to the 30th June, 1865, stands at \$9,665,563 97, the difference between it and the stock and bonded debt, amounting to \$840,693 34, has been paid out of the earnings, as have dividends of 24¼ per cent., paid or provided for, with a surplus for the sinking fund to complete the road and redeem its bonds. The 10¼ per cent. stock dividend has been added to the stock liabilities. The interest on the capital invested in the road has been capitalized, and forms part of the stock liability of the company. The dividends declared are 24¼ per cent.—10¼ per cent. in stock and 14 per cent. in cash. The surplus on hand, and the good condition of the road, motive power, and rolling stock, gives assurance of the ability of the company to pay the interest and principal of the debt, and complete the road in all respects as a first class road, and pay reasonable cash dividends in the mean time. There can be no question but that the suppression of the rebellion will reduce the business of the road and its profits, but it seems hardly possible it will take away the ability to pay interest and principal and six per cent. to the stockholders.

The adjusting of the stock liabilities of the company has been a work of great labor and difficulty. The liabilities outstanding on the 30th June, 1865, were \$440,398 99. They consist of tax receipts in the city and counties subscribing to the stock, and applied to the payment of interest and principal of the bonds, and payment on subscriptions. From present prospects, the accounts may not be closed for years.

The road has been operated with but little damage to persons or property, considering the mass of passengers and freights, the guerrilla raids, and the unsettled condition of the country.

The following table shows the cost of road repairs per mile of road, and per revenue train mile, during the past six years:

	Ordinary repairs.	Renewal of ties.	Total of iron and ties.	Per mile of road.	Per revenue train mile.
1859-'60.	\$470 73	\$135 00	\$605 73	26.03	cts.
1860-'61.	339 54	48 93	388 47	14.84	
1861-'62.	321 28	219 78	541 06	38.18	
1862-'63.	382 29	389 56	771 85	38.80	
1863-'64.	616 94	2,547 12	3,164 06	102.80	
1864-'65.	1,012 18	2,782 03	2,794 31	99.08	

Average ..\$528 84 1,020 40 1,544 24 53.12 cts.

3,538 tons of rails were bought during the year, of which there is still on hand unused 1,130 tons. 991½ tons of rails have been re-rolled, of which 500 tons are still on hand. About 1,500 tons more iron will be required during the current year. 1,000 tons have been repaired and replaced in the track. 39 miles of road have been relaid with new iron, and with improved joint fastenings, making a first class track. 41 miles of road in continuous stretches have received new cross-ties.

The following table shows the number of cross-ties, and the quantity of new, re-rolled, and repaired iron used since the completion of the road:

	Number of cross ties.	Tons of new ties.	Tons of re-rolled iron.	Tons of repaired iron.
1858-'59.....	1,500	.....	.....	.....
1859-'60.....	16,672	109.0	.....	113.0
1860-'61.....	10,082	.....	.....	516.0
1861-'62.....	27,752	463.0	32.50	143.5
1862-'63.....	16,871	433.0	95.25	558.0
1863-'64.....	96,709	2,986.5	471.10	1,104.0
1864-'65.....	112,179	2,268.0	491.05	1,000.0
Total ..	281,765	6,209.5	1,090.85	3,434.5

The cost of repairs and renewals of the Lebanon Branch during the year was \$1,796 82 per mile, or 193.82 cents per revenue train mile; 12.2

miles have been relaid with new cross-ties; 26,014 tons were bought, and 134¾ tons of new rails, while 56 tons of iron have been repaired. There have been used since the completion of the road in 1857, 66,229 cross-ties, 218.25 tons of new iron, and 97.5 tons of repaired iron.

The cost of repairs on the Memphis Branch per mile of road has been \$375.08; and per revenue train mile, 49.08 cents; 16.80 cross-ties were bought during the year, and 4,279 ties on hand last year transferred to the main stem; 36 tons of rails have been repaired.

The engines have run in the service of the transportation department 778,423 miles; and in the service of the road department, inclusive of the mileage made on the M. C. & L. R. R., 106,722 miles—total, 983,047. The cost for repairs per mile run has been 10.68 cents. Total cost per mile run by engines, 42.06 cents, against 31.52 cents in 1863-'64. Average cost per mile of all trains, 46.71 cents.

The length of the Main Line is 185 miles; sidings, 17.16 miles—total, 202.16 miles. Length of Lebanon Branch, 37 miles; sidings, 1.49 miles—total, 38.49 miles. Length of Memphis Branch, 46 miles; sidings, 267 miles—total, 48.67 miles. Length of Bardstown Branch, 18 miles. Total length of road and branches, 307.32 miles.

The equipment of the road July 1, 1864, consisted of—52 locomotives; 31 passenger, 8 baggage, 8 express, 257 box, 91 rack, 22 gondola, 95 flat, 57 gravel, and 7 boarding cars. There have been added during the year, 8 locomotives; 26 passenger, 6 baggage, 3 express, 64 box, 21 rack, 19 flat, 13 gravel, 9 boarding and 1 wrecking car. There have been destroyed by raids or accidents, 15 passenger, 5 baggage, 3 express, 26 box, 8 rack, 1 gondola, 7 flat, and 4 boarding cars.—Leaving on the road July 1, 1865, 60 locomotives; 42 passenger, 9 baggage, 8 express, 295 box, 104 rack, 21 gondola, 107 flat, 70 gravel, and 12 boarding cars.

COST, RESOURCES AND LIABILITIES OF MAIN STEM AND BRANCHES.

Lands for road and stations	\$105,753 36
Depot grounds	140,798 95
Locomotive works	84,682 02
Shop buildings	8,764 51
Depot buildings	97,427 97
Water stations	28,755 75
Station and division houses	40,248 58
Grading and masonry	2,819,224 92
Railway superstructure	1,659,854 21
Bridge superstructure	311,468 65
Construction account	1,715,081 43
Equipment	1,290,528 80
Engineering expenses	281,294 14
Court and agency expenses	22,491 71
Office and contingent expenses	86,127 90
Sundry interest accounts	1,523,113 07

Total cost of road and branches ..\$9,665,563 97

Due by U. S. Government and Transportation Department ..\$522,176 39

Due for mail and express service 20,886 27 |

Bonds, notes, etc.

 328,780 84 |

Tennessee State bonds ..

 574,772 76 |

Real estate, quarry and timber lands

 38,294 13 |

Due by railroads, etc.

 16,508 51 |

Shop stocks

 557,941 87 |

U. S. 7-30 Treasury notes ..

 580,648 19 |

Cash on hand

 278,142 15 |

.....

 2,913,151 11 |

\$12,578,715 08

Capital stock, stock issued, and stock liabilities	\$5,527,870 68
Due sundry contractors and bills payable	7,298 27
Back interest	\$17,509 27
Second mortgage bonds	14,500 00
Dividends Nos. 3 and 4, uncalled for	\$162,216 09
Dividend No. 5 due 1st August, 1865	221,114 82
Bills and pay rolls for June	388,330 91
First mortgage bonds	243,490 24
City of Louisville b'ds loaned	1,225,000 00
State of Tennessee b'ds loaned	560,500 00
Profit and loss	3,857,500 00
	2,527,215 76
	\$12,578,715 08

President.—JAMES GUTHRIE.

Directors.—James Guthrie, James B. Wilder, W. B. Hamilton, Jo. C. Guild, H. D. Newcomb, R. A. Robinson, W. H. Smith, Russell Houston.

Secretary.—WILLIS RANNEY.

Superintendent of Transportation.—B. MARSH.

Superintendent of Machinery and Road Department.—ALBERT FINK.

HANDBOOK of the Steam Engine, and Key to the Catechism of the Steam Engine. By J. BOURNE, C. E.—D. APPLETON & Co., 1865.

We have examined this "Key" with great attention, and it is the best work on its peculiar subjects we have met with, more intelligible, explanatory and useful than anything of the kind we have read in the English language. Its introductory chapters explaining the philosophy of arithmetical and algebraic calculations are really perspicuous and admirable. Their application to the necessities of machinists in the various branches in which their work is required is clearly pointed out, and we recommend that this class of persons should especially make it their study. In addition to the explanation of arithmetic, the other subjects treated of are, the mechanical principles of the steam engine, its theory, proportions, power and performance, and steam navigation generally. Mechanical science is made easy, and the most difficult work explained by this excellent volume of Mr. Bourne. It is got up by the publishers in their best style, and should form a part of every scientific library.

Flint and Pere Marquette Railroad.

The principal opening to this important portion of our State, except that afforded by the navigable waters, is the Flint and Pere Marquette Railroad, which, connecting with the Flint and Holly and the Detroit and Milwaukee Railroad, forms a continuous line between East Saginaw and this city. An idea of the extent of traffic on this line may be formed from the following statement, which we derived from a responsible officer of the company, the figures being obtained from the books of the Flint and Pere Marquette Company, and include a period of eight months, closing the 31st of August respectively:

No. pass'rs.	Total earn'gs.
Eight months, 1863	\$58,330 65
Eight months, 1864	56,718 69,653 17
Eight months, 1865	65,803 100,680 21

The above table shows a most gratifying increase of business. No railroad in the State is in better repair, nor one that is better managed. Its extension to Lake Michigan is an event to which the citizens of the northern part of the State are looking forward with great anticipation.—*Detroit Advertiser.*

Camden and Atlantic R. R.

The following gentlemen have been elected directors of this company for the ensuing year: R. Frazer, Stephen Colwell, A. J. Antelo, And. K. Hay, S. Richards, W. D. Bell, Jonathan Pitney, Enoch Doughty, Joseph W. Cooper, G. W. Carpenter, Jos. C. Potts, H. H. Boody, and H. M. Alexander.

New York State Debt and Taxation.

COMPTROLLER'S OFFICE, ALBANY, Oct., 1865.

At the general election in November, the electors are to decide whether the large amount of bonds issued for bounties under the laws of the last session of the Legislature, shall be paid at once, by direct taxation, or shall become a State debt, payable in twelve years, with interest at seven per cent. per annum, payable semi-annually. For the purpose of enabling the people to act intelligently upon this question, the following statements are published:

The circular issued from this office to the Board of Supervisors in each county, requires the following taxes to be levied in pursuance of the laws referred to:

"For schools, $\frac{3}{4}$ of a mill, per Chapter 555, Laws 1864.

For general purposes, $2\frac{1}{2}$ of a mill, per Chapter 709, Laws 1865.

For canals, $\frac{1}{2}$ of a mill, per Chapter 85, Laws 1865.

For canals, $\frac{1}{4}$ of a mill, per Chapter 271, Laws 1859.

For extension of Chenango Canal, 3-16 of a mill, per Chapter 185, Laws 1864.

For Champlain Canal, 1-10 of a mill, per Chapter 186, Laws 1864.

* For bounties, $1\frac{3}{4}$ per cent., per Chapter 56, Laws 1865.

The advantage of paying the debt at once will be, that it will be paid in the same currency in which it was contracted, the credit of the State will be restored to what it was before, and the people will be saved from paying a high rate of interest for twelve years, and then paying the principal, as is most probable, in specie or its equivalent. If the debt could have been confined to ten or twelve millions of dollars, as was originally estimated, it would undoubtedly have been wise to pay it by a tax which would not have exceeded three-fourths of one per cent.; but it has gone up to \$23,963,000, and will probably be increased to a somewhat larger amount, and, as will be seen above, the tax required to pay it will be $1\frac{1}{4}$ per cent. This will be a very heavy amount to be paid in a single year. It is, therefore, submitted, without the expression of any opinion, for the people to decide whether they will vote for the debt, and pay it with interest in twelve years, or against the debt, and pay the whole amount in one year. Chapter 325, Laws of 1865, prescribes the form of the ballots to be used in voting upon this question.

If the majority shall be against the debt, then the whole tax will be 22 13-80 mills upon the dollar; if in favor of the debt, the tax will be 4 53 80 mills upon the dollar.

The total assessed valuation of the State, as fixed by the Board of Equalization, is \$1,550,879,685, being an increase of \$49,879,808 over the valuation of 1864.

It may be pertinent to add the present debt of the State, exclusive of bounty bonds, is, including canal and general fund debt, \$25,634,539 86. It has been reduced since 1860 to the extent of nearly \$8,000,000, and would be wholly extinguished within about ten years if the bounty debt should not be added to it. If that shall be approved, estimating the amount at \$26,000,000, the

* If a majority of votes shall be given at the general election in November, in favor of creating a debt for the bounties, this item will be omitted from the tax levy, and a circular directing its omission will be issued from this office."

total amount of the State debt will be \$51,634,539 86.

The canal revenues have fallen off largely during the last fiscal year, and fail to make the usual annual contribution of \$550,000 to the general fund, and render heavy taxation necessary for the support of the canals.

The table appended hereto, shows the aggregate valuation of the real and personal estate in each county for the years 1864 and 1865 respectively. It also shows, in one column, what will be the amount of the tax upon each county if the debt shall be rejected, and in another column what will be the amount if the debt shall be approved.

LUCIUS ROBINSON, Comptroller.

A statement showing the aggregate valuation of real and personal property in the several counties, for 1865, as fixed by the Board of Equalization; also, the State tax to be levied for the current year.

Counties.	Valuations.	Tax for '65, omitting 1 1/4 per cent. bounty	
		1865.	1865 22 tax, 4 53-80
Albany	\$43,706,386	\$968,643	\$203,781
Allegany	8,041,047	178,210	37,491
Broome	8,082,711	179,133	37,686
Cattaraugus ..	7,855,045	174,087	36,624
Cayuga	20,743,701	459,782	96,717
Chautauqua ..	14,579,488	323,118	67,977
Chemung	7,847,280	173,914	36,588
Chenango	10,841,168	240,267	50,547
Clinton	5,747,262	127,874	26,797
Columbia	21,653,861	479,904	100,961
Cortland	5,894,931	130,846	27,485
Delaware	9,115,854	202,080	42,503
Dutchess	32,387,534	717,789	151,007
Erie	47,614,230	1,055,250	222,001
Essex	8,948,238	87,503	18,409
Franklin	4,433,136	98,249	20,669
Fulton	4,123,242	91,381	19,225
Genesee	14,088,179	312,229	65,686
Greene	7,585,564	168,115	35,368
Hamilton	509,286	11,287	2,375
Herkimer	11,062,070	245,163	51,577
Jefferson	16,178,456	358,555	75,432
Kings	122,912,918	2,724,058	573,081
Lewis	4,538,719	100,589	21,162
Livingston	15,509,608	343,732	72,314
Madison	12,444,430	275,800	58,022
Monroe	30,024,998	665,429	139,992
Montgomery ..	8,847,755	196,088	41,253
New York	622,595,040	13,798,263	2,902,849
Niagara	14,652,746	324,741	68,318
Oneida	25,674,054	569,001	119,705
Onondaga	23,424,497	629,958	132,529
Ontario	18,106,122	401,277	84,418
Orange	27,833,694	616,864	129,775
Orleans	10,426,527	231,078	48,614
Oswego	14,606,454	323,716	68,103
Otsego	12,292,748	272,488	57,315
Putnam	5,578,282	123,629	26,009
Queens	21,406,735	474,426	99,809
Rensselaer	29,481,008	653,373	137,455
Richmond	6,540,500	144,954	30,495
Rockland	5,934,996	131,534	27,672
Saratoga	12,862,200	273,977	57,639
Schenectady ..	5,908,080	130,938	27,546
Schoharie	6,342,051	140,556	29,570
Schuyler	4,951,143	109,730	23,085
Seneca	10,302,676	228,333	48,036
St. Lawrence ..	15,810,767	339,325	71,386
Steuben	13,478,267	298,712	62,842
Suffolk	9,077,986	201,191	42,326
Sullivan	4,020,380	89,102	18,745
Tioga	5,881,905	130,358	27,424
Tompkins	8,011,892	177,564	37,355
Ulster	14,436,139	319,941	67,308
Warren	2,351,312	52,111	10,963
Washington ..	16,307,065	361,405	76,032
Wayne	15,688,167	347,689	73,146
Westchester ..	45,797,919	1,014,996	213,533
Wyoming	3,714,304	193,131	40,630
Yates	8,066,982	178,784	37,612
Total	\$1,550,879,685	\$4,371,371	\$7,230,976

Albany and Coeymans R. R.

This company was organized at Albany on the 26th ult., by the appointment of the following named gentlemen as directors: Ezra P. Prentice, Billings P. Learned, Benj. A. Sweet, John Taylor Cooper, John Tracey, Franklin Edson, Charles B. Lansing, William A. Rice, Lansing Pruyn, Henry Lansing, Paul Cushman, Cornelius V. Baker, Worthington Frothingham.

The Board of Directors was partially organized by the election of John Tracey, Vice-President; Lansing Pruyn, Treasurer; and W. Frothingham; Secretary.

This company proposes to build a railroad from Albany to Coeymans, and there connect with the Saratoga and Hudson River railroad. The Albany Journal of the 27th ult., from which we obtained the above, says:

We regard this as a very important enterprise. The Saratoga and Hudson River Railroad was originally designed to run from Saratoga Springs, connecting at Schenectady with the New York Central, and thence to Athens, which point was intended as the terminus of the steamboat line, including the St. John, Dean Richmond, and all the larger steamboats belonging to the gentlemen principally interested in the railroad, and which boats will probably soon be withdrawn from the Albany line. The road is nearly completed, and it is expected that an excursion train will be run over the road early next month.

There are roads already constructed, or in process of construction, from New York to Newburg, and a route is being surveyed for a road from Newburgh to Catskill. There will then be a hiatus of only six miles between Catskill and Athens and twelve miles between Coeymans and Albany, to connect New York and Albany by a west side railroad.

Our citizens will soon be called upon to sustain this new enterprise and determine, first, whether Albany shall be entirely deprived of the use and enjoyment of what she has been accustomed to call her floating palaces. Secondly, whether Albany or Schenectady shall be the terminus of a west side railroad to New York.

Virginia and Tennessee Railroad.

At a late meeting of the stockholders of this road, held in Lynchburg, Colonel Robert L. Owen was unanimously re-elected President. It was resolved to apply to the next Legislature of Virginia for permission to borrow one million of dollars on a mortgage of the road for ten or twenty years.

From the report of the directors, which was presented at the meeting it appears that the gross earnings for the year ending June 30, 1865, were \$3,291,907 37; and the expenses of operating, \$2,990,504 76—leaving net earnings \$301,402 61.

The net earnings are 9.16 per cent. and the expenses of operating 90.84 per cent. of the gross earnings.

There were six different raids during the year by the armies of the United States, and the road destroyed each time for long distances. Much property was also destroyed by the soldiers of the Confederate States, and to such an extent were these injuries committed, that there were only three bridges, original structures, left standing, and but three depots.

The road was open for its entire length one hundred and forty-three days during the year; for ninety-one days closed nearly its whole length, and for one hundred and thirty-one days closed the entire distance. The depots were yet unbuilt, but the bridges were repaired as speedily as possible,

and the entire amount, 7,729 feet, replaced with new structures (trestle-work), which will, in a majority of cases, last four or five years. One or two are in danger from high water, and will be replaced by truss bridges, similar to the original structures, as quickly as possible. The wood sheds, water stations, etc., were destroyed the same time with the depots, but are now repaired, and freight cars are now used for the reception and distribution of freight until new depots can be built. There were destroyed at the same time 72 passenger and freight cars and three locomotives.

Finances of Vermont.

From the recent message of the Governor we learn that the receipts of the State Treasury for the past year were \$2,009,269 51, and the expenditures \$1,996,772 50. The funded liabilities amount to \$1,661,179 18, and the current resources reduce this amount by \$23,411 60. The extraordinary receipts for the past four years have been:

Taxes	\$3,406,098 26
State bonds outstanding	1,650,000 00
Reimbursements from United States	607,303 11
	\$5,663,396 37

Disbursements:

Governor's warrants and Auditor's orders approved by the Governor	\$1,179,938 08
Extra pay to soldiers	3,275,804 92
Direct tax paid United States	179,407 80
State bonds paid	150,000 00
Ordinary expenses, including interest on bonds	878,245 57
	\$5,663,396 37

The amount expended by, and due from, the State for war purposes, may be approximately stated as follows:

General military expenses	\$1,180,000 00
Extra pay to soldiers	3,904,000 00
Direct tax to United States	179,407 80
Interest on the debt, over premium and interest received on bonds	320,000 00
	\$5,073,407 80

In addition to this sum may be added the sum paid by towns for bounties to soldiers, which will amount to at least \$4,250,000.

Profits of the Express Business.

As an illustration of the profitability of the Express business, we have only to refer to the dividends paid by the American Express Co. This company paid, in 1864, dividends on a capital of \$2,000,000, amounting to 38 per cent. in cash, and 50 per cent. in paid-up stock. On its capital, thus increased to \$3,000,000, it has already declared, in 1865, cash dividends of 25 per cent., and 20 per cent. in stock, with every reasonable prospect, it is said, of an additional 25 per cent. within the coming four months.

The Buffalo and Oil Creek railroad company was recently organized at Buffalo by electing a board of directors of whom Mayor Fargo was chosen as President. The route was also decided upon. The road will start from a point on the Lake Shore Railroad, at or near Westfield, running to Corry via Mayville, and connecting at the former place with the Oil Creek Railroad, the line of which extends to Franklin. The work on the projected road will be commenced immediately upon the completion of the surveys.

Cape Cod Central Railroad.

Some five years ago a charter was obtained for a railroad connecting with the rails of the Cape Cod Railroad at Yarmouth and terminating at Orleans, a distance of some twenty miles from Provincetown, to be called the Cape Cod Central Railroad. Actual work was not begun upon the road until about a year since. It is now completed as far as Harwich, and it is hoped the remaining eight or ten miles will be completed by winter, and the road be in running order in the spring. The eight miles of road now completed have cost about \$200,000, which includes besides, a couple of miles of partially completed road beyond Harwich. It is not yet definitely settled when the road will begin business, but it is anticipated that an arrangement will be made with the Cape Cod Railroad by which the rolling stock of that company will operate the Cape Cod Central Railroad, or that part of it completed from Falmouth to Harwich. The President of this new road is Benjamin Freeman, Esq., of Brewster, and Freeman Cobb, Esq., of Boston, is one of its leading and most active directors.

Tomah and St. Croix Railroad.

It will be remembered that a few weeks ago we mentioned the fact that some capitalists from New York had been here examining this road, having traveled over the entire line, with a view of taking hold of it. They have returned to New York, and signified their willingness to go ahead and build the road. In pursuance of an arrangement to this end, Pliny Fisk, a leading banker and capitalist of New York, and one of the gentlemen who was here has been elected President, of the road and the following Board of Directors: W. T. Price, Black River Falls; J. G. Thorpe, R. S. Wilson, Eau Claire; J. H. Knapp, Wm. Wilson, Menomonee; John Comstock, D. H. Baldwin, M. A. Fulton, Hudson; Pliny Fisk, Wm. B. Hatch, M. L. Buckley, L. T. Merrill, Daniel C. Fisk, E. P. Hatch, Walter Lamson, New York.

We learn that it is contemplated by the parties now controlling this road, to build it an early day, and that work will be commenced on both ends of the line, as soon as spring opens.—Hudson Wis., Star.

A letter to the Tribune, dated Brazos, Sept. 25, 1865, says: "The railroad goes on slowly here. About seven miles of the track are now laid, and a part of that lies under water, owing to the rain. In time of a flood the track will be swept by water, and the light, sandy soil will be washed out from the ties. It will be necessary to raise the track some four feet on the flat about this point. A want of rails and ties has been the cause of the slow progress made with the road. A few vessels are now discharging these two articles, and the track will be laid faster. A shed is being put up near the water as a station house, etc., and the track has two switches: one running to the commissary store, and the other to the depot shed. The telegraph is up and at work. The line runs near and along the Rio Grande. An office is now open here for business, and, with the two offices of the express companies, lends an air of business to Brazos."

The profits of quicksilver mining may be inferred from the statement, which appears to be reliable, that the New Almaden mine is now producing 5,000 flasks of quicksilver per month, worth \$40 per flask, or \$200,000 per month, while the cost of production is set down at not far from \$50,000 the 5,000 flasks, leaving the magnificent profit of \$150,000 per month.—Mining and Scientific Press (San Francisco).

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS.					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:					COPPER:					IRON:					GOLD, SILVER, AND QUICKSILVER:				
Acton.....Ca.	200,000	5	10	10	Jefferson.....L.S.	20,000	1	1	4	Copake.....N.Y.	50,000	50	1	1	Etna (G.).....Col.	50,000	10	1	1
Acton Vale.....L.S.	50,000	5	10	10	Keweenaw....." "	20,000	1	1	4	East River....." "	6,000	50	1	1	Acadia (G.).....N.S.	100,000	3	1	1
Adventure.....L.S.	20,000	5	10	10	Kickapoo....." "	20,000	1	1	4	George's O'k C. & I.Md.	10,000	100	1	1	Albion (G.)....." "	100,000	3	1	1
Albany and Boston....." "	20,000	20	23	23	King Phillip....." "	20,000	1	1	4	Harewood....." "	20,000	5	1	1	Alpine (G.).....Col.	150,000	10	1	1
Algoma....." "	20,000	20	23	23	Knowlton.....Ca.	20,000	1	1	4	Kahtadin.....Me.	3,000	100	1	1	Alps (G.)....." "	100,000	5	1	1
Alliance.....Ca.	200,000	24	1	1	Lafayette....." "	200,000	1	1	4	Lake Superior.....L.S.	20,000	25	1	1	American....." "	200,000	2	1	1
Allouez.....L.S.	20,000	1	1	1	Lake....." "	20,000	1	1	4	Massachusetts....." "	25,000	1	1	1	Am. & Mex. (S.) N.M.	100,000	10	1	1
American.....Ca.	200,000	24	1	1	Lawrence.....L.S.	100,000	1	1	4	Mount Pleasant.....Pa.	10,000	50	1	1	Am. Pioneer.....A.T.	100,000	10	1	1
Amygdaloid.....L.S.	20,000	1	1	1	Lennoxville.....Ca.	100,000	1	1	4	Teal Lake.....L.S.	20,000	10	1	1	Arizona (Silver)....." "	100,000	2	1	1
Annapolis.....Md.	50,000	10	1	1	Logan....." "	100,000	1	1	4	Tyson....." "	20,000	10	1	1	Atlantic (G.).....N.S.	100,000	2	1	1
Aracuna.....Ariz.T.	10,000	100	1	1	Lyster....." "	20,000	1	1	4	Amenia.....N.Y.	100,000	5	1	1	At. & Pac. (G. & S.) Nev.	50,000	10	1	23
Ascot.....Ca.	20,000	20	1	1	Madison.....L.S.	20,000	1	1	4	Bucks County.....Pa.	10,000	5	1	1	Bay State (G.).....Col.	200,000	5	1	1
Astor.....L.S.	20,000	1	1	1	Malden....." "	20,000	1	1	4	Canada.....Ca.	50,000	5	1	1	Beacon (G.).....N.S.	200,000	2	1	1
Atlas....." "	20,000	1	1	1	Mandan....." "	20,000	1	1	4	Clute....." "	10,000	5	1	1	Benton (G.).....Col.	100,000	5	1	450
Artoc....." "	20,000	1	1	1	Manhattan....." "	20,000	1	1	4	Crystal Lake....." "	10,000	5	1	1	Black Hawk (G.)....." "	50,000	100	1	1
Balt. and N.C.....N.C.	20,000	5	1	1	Marquette.....Md.	20,000	1	1	4	Erie....." "	10,000	5	1	1	Boston (G.)....." "	10,000	50	1	105
Bare Hill....." "	20,000	1	1	1	Maryland.....L.S.	20,000	1	1	4	Gay's River....." "	100,000	2	1	1	Briggs (G.)....." "	10,000	100	1	1
Bay State.....L.S.	20,000	1	1	1	Mass....." "	20,000	1	1	4	Hampton....." "	100,000	5	1	1	Bullion (G.)....." "	200,000	25	1	1
Beaver....." "	20,000	1	1	1	Massachusetts....." "	20,000	1	1	4	Keystone.....Pa.	10,000	5	1	1	Burrongs (G.)....." "	100,000	10	1	1
Bedford.....Ca.	125,000	5	1	1	Mendota....." "	20,000	1	1	4	Lancaster....." "	10,000	5	1	1	Canadian (G.).....Ca.	200,000	2	1	500
Black River....." "	200,000	24	1	1	Merrimac....." "	20,000	1	1	4	Macomb.....N.Y.	100,000	5	1	1	Central (G.).....Col.	50,000	20	1	17
Bohemian.....L.S.	20,000	1	1	1	Metrol....." "	20,000	1	1	4	Mineral Point....." "	100,000	5	1	1	Chaudiere (G.)....." "	100,000	5	1	900
Bolton.....Ca.	200,000	4	1	1	Meunard....." "	20,000	1	1	4	Mount Hope.....N.Y.	30,000	5	1	1	Chebucto.....N.S.	100,000	5	1	650
Boston.....L.S.	20,000	1	1	1	Michigan....." "	20,000	1	1	4	National....." "	200,000	1	1	1	Colonial (G.).....Ca.	100,000	24	1	250
B. and Corinth.....Vt.	20,000	10	1	1	Middlesex....." "	20,000	1	1	4	New Jersey.....N.J.	12,000	100	1	1	Colorado (G.).....Col.	50,000	10	1	4
Brooklyn.....L.S.	20,000	2	1	1	Minnesota.....L.S.	20,000	1	1	4	N. Y. & Boston.....N.Y.	100,000	5	1	1	Consol. Gregory (G.) Col.	50,000	100	1	25
Brome.....Ca.	100,000	5	1	1	Missisquoi.....Ca.	150,000	1	1	4	Oswegatchie.....Ca.	100,000	5	1	1	Copalinne (G.)....." "	200,000	20	1	1
Cabot.....L.S.	20,000	1	1	1	Montezuma.....N. Mex.	300,000	1	1	4	Placencia Bay.....N.F.	10,000	5	1	1	Corliss (G.)....." "	100,000	10	1	6
Caledonia....." "	20,000	1	1	1	Morrison.....L.S.	20,000	1	1	4	Ramsay.....Ca.	20,000	25	1	1	Corydon (G.)....." "	100,000	25	1	1
Cambridge....." "	20,000	5	1	1	Nashua....." "	20,000	1	1	4	Rossie....." "	100,000	5	1	1	Day & Bushnell (G.) C.	100,000	10	1	1
Canada.....Vt.	100,000	4	1	1	National....." "	20,000	1	1	4	Shawangunk.....N.Y.	100,000	5	1	1	Denver (G.).....Ca.	50,000	20	1	12
Carp Lake.....L.S.	20,000	1	1	1	Native....." "	20,000	1	1	4	Sussex.....N.J.	100,000	5	1	1	Dorset (G.)....." "	170,000	5	1	15
Cascade....." "	20,000	1	1	1	Naumkeag.....Ca.	200,000	1	1	4	Union....." "	100,000	5	1	1	El Dorado (G.).....Nev.	100,000	5	1	1
Central....." "	20,000	1	1	1	Nelson....." "	20,000	1	1	4	Walkill.....N.Y.	10,000	5	1	1	Empire (S.)....." "	100,000	5	1	1
Champlain.....Ca.	200,000	1	1	1	Nequaket.....L.S.	20,000	1	1	4	COAL & ANTHRACITE:					Empress (S.)....." "	100,000	5	1	1
Chatham....." "	20,000	1	1	1	Nevada (Silver)....." "	20,000	1	1	4	American.....Pa.	37,500	25	1	1	Eureka (G.).....Cal.	30,000	10	1	14
Chaudiere....." "	100,000	1	1	1	New England.....Ca.	20,000	1	1	4	Ashburton....." "	50,000	50	1	1	Excelsior (G.).....Col.	30,000	10	1	1
Chester....." "	20,000	1	1	1	Newton....." "	20,000	1	1	4	Atlantic & G. O.....Md.	10,000	5	1	1	Frankfort (G.)....." "	100,000	2	1	1
Chetcamp....." "	20,000	1	1	1	New York.....L.S.	20,000	1	1	4	Baltimore....." "	100	100	1	1	Garrison's (G.).....Col.	100,000	5	1	1
Chippewa.....L.S.	20,000	1	1	1	N. Y. & Passaic.....N.J.	100,000	1	1	4	Bear Valley....." "	40,000	124	1	1	Gilbert River (G.).....Ca.	100,000	4	1	1
Cleveland.....Ca.	100,000	5	1	1	North Cliff.....L.S.	20,000	1	1	4	Beaver Meadow.....Pa.	100,000	50	1	1	Gilpin (G.).....Col.	100,000	5	1	1
Cliff....." "	20,000	1	1	1	North Silver Lake....." "	20,000	1	1	4	Belmont....." "	10,000	50	1	1	Gold....." "	100,000	5	1	1
Clinton....." "	20,000	1	1	1	North State.....Ca.	100,000	1	1	4	Big Mountain.....Pa.	10,000	5	1	1	Gold Field....." "	50,000	10	1	1
Collin....." "	20,000	1	1	1	North Sutton....." "	20,000	1	1	4	Blackhall.....N.S.	8,000	25	1	1	Gold Hill....." "	50,000	10	1	1
Columbian....." "	20,000	1	1	1	North Western.....L.S.	20,000	1	1	4	Boston & Pictou....." "	100,000	5	1	1	Gold River....." "	100,000	3	1	1
Consolidated....." "	20,000	1	1	1	Norwich....." "	20,000	1	1	4	Bridgeport.....Pa.	30,000	10	1	1	Gould & Curry (G. & S.) N.	100,000	10	1	1
Copper Falls....." "	20,000	1	1	1	Ogima....." "	20,000	1	1	4	Broad Mountain....." "	30,000	10	1	1	Gunnell (G.).....Col.	300,000	10	1	1
Copper Harbor....." "	20,000	1	1	1	Ontonagon....." "	20,000	1	1	4	Butler....." "	10,000	10	1	1	Halifax (G.).....N.S.	20,000	2	1	100
Copper Hill....." "	20,000	1	1	1	Ottawa.....Ca.	200,000	1	1	4	Cape Briton.....N.S.	200,000	24	1	1	Harmon (G. & S.) Nev.	100,000	2	1	1
Coppers Hill....." "	20,000	1	1	1	Pacific.....L.S.	20,000	1	1	4	Carbondale.....Pa.	10,000	5	1	1	Holman (G.).....Col.	150,000	2	1	1
Cornwall.....Vt.	100,000	2	1	1	Pennsylvania....." "	20,000	1	1	4	Central....." "	10,000	5	1	1	Hope (G.)....." "	80,000	25	1	10
Dacotah.....L.S.	20,000	1	1	1	Petherick....." "	20,000	1	1	4	Clinton....." "	10,000	5	1	1	Isabella (G.).....Col.	100,000	5	1	1
Dana....." "	20,000	1	1	1	Pewabic....." "	20,000	1	1	4	Coal Brook....." "	4,000	50	1	1	Kennebec (G.).....Ca.	100,000	5	1	1
Deep River.....N.C.	20,000	1	1	1	Phila. & Boston....." "	20,000	1	1	4	Continental....." "	10,000	50	1	1	Kent (G.).....N.S.	200,000	1	1	1
Delaware.....L.S.	20,000	1	1	1	Phoenix....." "	20,000	1	1	4	Cumberland (pref.) Md.	50,000	100	1	1	Lake (G.).....Col.	100,000	5	1	1
Derby....." "	20,000	1	1	1	Pittsburg & Boston....." "	20,000	1	1	4	Daniel Webster....." "	8,000	100	1	1	Lake Major....." "	12,000	50	1	1
Devon....." "	20,000	1	1	1	Pontiac....." "	20,000	1	1	4	East Mahanoy.....Pa.	20,000	25	1	1	Libertad (G. & S.) Mex.	100,000	10	1	1
Dorchester....." "	20,000	1	1	1	Prince of Wales.....Ca.	200,000	1	1	4	Everhart....." "	20,000	25	1	1	Manhattan (G.).....Col.	100,000	10	1	1
Douglas....." "	20,000	1	1	1	Providence.....L.S.	20,000	1	1	4	Franklin.....Pa.	5,000	100	1	1					

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [----] "not ascertained."

Fiscal year ending.	Completed, equivalent in single track.	Length, in progress or projected	Equip- ment.			Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebted- ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Horses.	2 horses.	1 horse.				Bonded Debt.	Floating Debt.	Gross.	Net.			
MASSACHUSETTS.															
30 Nov. '64	3.36					Boston and Chelsea.....	110,000	110,000			8,800	7,409	6	41	
30 Nov. '64	4.52					Broadway, Boston.....	256,257	250,000			26,482	129,615	15,995	8	46
30 Nov. '64	27.43					Cambridge.....	734,671	727,800	150,000		94	(Union Co.)	9	90	
30 Nov. '64		7.5				Dedham and West Roxbury.....		41,000			6,600	(Metro pol'n)	6	46	
30 Nov. '64	1.41					Dorchester and Roxbury.....	18,742	12,000			3,590	11,062	766		
30 Nov. '64	2.80					Lowell (Horse).....	43,894	40,129			18,165	129,927	12,197	8	85
30 Nov. '64	11.75					Lynn and Boston.....	264,611	200,000	60,000		66,222	20,807		254	
30 Nov. '64	3.41					Malden and Melrose.....	60,246	200,000	73,100		(Middlesex)	50	25		
30 Nov. '64	2.97					Medford and Charlestown.....	35,000	23,000	11,000					50	25
30 Nov. '64	31.85					Metropolitan (Boston).....	1,420,141	1,176,075	218,487		580,048	49,981	6	464	
30 Nov. '64	6.84					Middlesex (Boston).....	488,945	400,000	31,000		104,617	170,235	3	50	
30 Nov. '64	6.99					Quincy.....	135,243	71,000	55,533		31,533	25,510			
30 Nov. '64	6.75					Salem & South Daxvers.....	175,980	150,000	25,800		37,017				
30 Nov. '64	2.68					Somerville.....	50,000	50,000			(Middlesex)	5	25		
30 Nov. '64	2.50					Stonham street (Boston).....	35,300	32,900			7,454				
30 Nov. '64		6.74				Suburban.....	95,500	5,000			(Middlesex)				
30 Nov. '64						Suffolk (Boston).....	(Sold to Metro.)		Aug. 1, '64.		144,316	278,428		864	
30 Nov. '64	6.00					Union (Transportation).....	241,441	160,000	20,000		(Leased)			47	
30 Nov. '64	1.53					West Cambridge.....	13,600	13,600			939	21,889			
30 Nov. '64	2.25					Winnisimmet.....	62,154	60,000			53,668	25,458			
30 Nov. '64	11.60					Worcester.....	96,667	75,800							
CONNECTICUT.															
31 Jan. '64	3.0	3.0	45	7		Fairhaven and Westville.....	100,000	100,000					8		
31 Dec. '62	8.5		11	3		Hartford and Wethersfield.....	300,000	300,000							
NEW YORK.															
30 Sep. '64	10.76					Broadway (Brooklyn).....	237,139	200,000	27,500		5,782	67,594	18,386	6	100
30 Sep. '64	14.33					Broadway & 7th Ave., N. Y.....	3,293,245	2,100,000	180,000		75,000	95,551	18,965	100	69
30 Sep. '64	7.00	2.80				Brooklyn, Bath & Coney Is'd.....	120,888	99,850	70,000		44,000	15,831	2,942	48	
30 Sep. '64	24.00					Brooklyn Central & Jamaica.....	897,646	492,150	400,000		55,291	173,827	8,666	9	100
30 Sep. '64	56.18	1.90				Brooklyn City.....	1,330,717	1,000,000	170,000		15,000	994,333	77,142	84	
30 Sep. '64	11.75	4.00				Brooklyn City and Newtown.....	531,784	386,000	200,000		19,144	82,049	4,162		
30 Sep. '64	0.09	9.41				Brooklyn City & Ridgewood.....	161,137	140,500	20,000		4,987				
30 Sep. '64	18.00					Brooklyn City & Rockaway.....		12,000			700				
30 Sep. '64	25.00					Brooklyn, E. N. Y. & R'kwy.....	90,000	50,000	25,000		15,000				
30 Sep. '64						Buffalo Street.....									
30 Sep. '64	23.00					Canarsie, B'klyn & Wind'd.....	33,500	15,000	18,500						
30 Sep. '64						Central City (Syracuse).....									
30 Sep. '64	19.00	3.00				Cent'r'l Pk. N. & E. Riv. (N. Y.).....	1,330,802	761,350	550,000		327,713	30,493		100	
30 Sep. '64	17.25					Coney Island and Brooklyn.....	603,889	500,000	113,000		100,438	9,148			
30 Sep. '64	6.00					East & North River (N. Y.).....	650	650					12	100	
30 Sep. '64	18.50	1.00				Eighth Avenue (N. Y.).....	1,166,162	1,000,000	49,000		5,000	452,701	4,208	12	
30 Sep. '64	12.00	1.00				42d st., & Grand st., Ferry.....	951,570	600,000	261,000		33,282	176,056	22,293		
30 Sep. '64						Fourteenth Street (N. Y.).....							8		
30 Sep. '64	4.52					Grand St. & Newtown (W'g).....									
30 Sep. '64	10.00					Harlem Br., Morris & Ford'm.....	158,749	72,000	88,000		34,660	897			
30 Sep. '64						Main & Ohio St. (Buffalo).....									
30 Sep. '64						Niagara Street (Buffalo).....									
30 Sep. '64	11.00	7.00				Ninth Avenue (N. Y.).....	451,154	795,390	67,000		90,108	loss.		100	
30 Sep. '64						N. Riv. & Wall st. Ferry (N. Y.).....									
30 Sep. '64		11.00				Port Morris & Westchester.....	1,200	1,200							
30 Sep. '64	7.50	3.40				Rochester City & Brighton.....	237,889	134,000	91,000		10,000	47,739			
30 Sep. '64	16.00					Second Avenue (N. Y.).....	1,155,615	650,000	520,000		68,000	350,718	20,134	100	65
30 Sep. '64	8.37					Sixth Avenue (N. Y.).....	1,222,621	750,000			424,206	14,763	5	100	125
30 Sep. '64						Tenth Av. & 32d st. (N. Y.).....									
30 Sep. '64	17.50					Third Avenue (N. Y.).....	1,958,354	1,170,000	1,800,000		35,000	344,701	171,587	12	100
30 Sep. '64						Troy and Cohoes.....	50,000				lessed.				
30 Sep. '64	6.50	9.00				Utica City.....	193,945	124,500	65,500		7,000	13,295	loss.		
30 Sep. '64	1.50					V. Brunt st. & Erie Bas. (Buff.).....	62,000	50,000	12,000		10,856	2,380			
30 Sep. '64		12.00				Williamsburgh & Coney Is'd.....	15,000	15,000							
NEW JERSEY.															
Dec. '62	5.32					Hoboken and Hudson City.....	32,000	30,000		2,000					
Dec. '62	5.05	2.50				Hoboken and Weehawken.....	134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '62	10.47					Jersey City & Bergen Point.....									
31 Dec. '62	17.00					Orange and Newark.....	411,000	211,000	200,900		71,050	19,183	50		
31 Dec. '62	6.80					West Hoboken & Hoboken.....	100,000	40,000	60,000						
PENNSYLVANIA.															
31 Oct. '64	7.99					Chestnut & Walnut (Phila.).....	235,421	100,000	185,000		123,761	50,439	40	10	63
31 Oct. '64	8.13					Citizens' (Pittsburg).....	185,913	100,000	57,900		19,957	100,381	20,036	8	
31 Oct. '64	4.12					Delaware County.....	30,729	23,780	6,500		333	6,876	1,473		
31 Oct. '64	4.38					Fairmount & Arch st. (Phila.).....	194,618	200,000			27,895	77,583	5,901	74	
31 Oct. '64	16.74					Frankford & Southw'k (Ph.).....	759,261	490,530	200,000		18,500	251,897	81,029	8	50
30 Nov. '64	24.23					Germantown.....	377,824	112,245	250,000		176,540	41,534		56	
31 Oct. '64	8.40					Girard College (Phila.).....	81,612	100,000			102,861	24,708	124	20	
31 Oct. '64	8.73					Green & Coates st. (Phila.).....	232,954	150,000	98,000		166,776	61,494	20		
31 Oct. '64	11.00					Heston, Mantua & Fair'm't.....	100,000	60,000	40,000		59,473	8,299		264	
31 Oct. '64						Lombard & South st. (Phila.).....	127,217	90,000	62,500		54,041	6,320		11	
31 Oct. '64	11.17					North Philadelphia.....									
31 Oct. '64	12.00					Oakland (Pittsburg & E. L.).....	29,500	29,500			37,905	1,491			
31 Oct. '64	10.57	0.52				Philadelphia and Darby.....	86,447	100,000	17,000		32,449	6,297	2		
31 Oct. '64	7.04					Pittsb., Allegheny & Manch'r.....	93,921	75,000	35,000		4,964	67,930	6,096		
31 Oct. '64	4.51					Pittsburg and Birmingham.....	65,355	48,000	22,000		5,368	58,000	15,984	4	
31 Oct. '64	6.16					Race and Vine (Fairmount).....	305,000	180,000	125,000		95,336	1,418		184	
31 Oct. '64	6.20					Richmond & Schuylkill (Ph.).....	180,000	100,000	30,000					6	
31 Oct. '64	7.78					Ridge Avenue & Manyunk.....	179,635	120,000	65,108		39,334	8,113		18	
31 Oct. '64	19.46					Second & Third st. (Phila.).....	478,202	208,757	172,000		355,774	98,888		824	
31 Oct. '64	6.62					17th & 19th st. (Phila.).....	114,368	120,000			41,269	9,418	6		
31 Oct. '64	8.38					4 Spruce & Pine (Phila. & Gra'F.).....	175,510	159,312	15,500		79,670	21,297	6		
31 Oct. '64	7.65	1.51	201	35		10th & 11th st. (Citizens).....	176,049	192,750			162,367	61,179	20	20	
31 Oct. '64	6.25					13th & 15th st. (Phila.).....	102,000	100,000			2,000	116,912	24,381	25	
31 Oct. '64	9.31					West Philadelphia.....	387,879	249,100	100,000		10,000	220,672	16,238	74	
MARYLAND.															
31 Dec. '62	21.00					Baltimore City.....	700,000	670,000			31,549	229,069	21,068	214	
31 Dec. '62	5.00					Cincinnati Street.....	151,913	150,000							
31 Dec. '62	5.00					City (Cinc.) Passenger.....	111,412	100,000							
31 Dec. '62	3.31					Passenger (Cinc.).....	69,387	50,000							
31 Dec. '62	5.68					Pendleton & S. St. Mart' (Cin.).....	70,000	60,000							

FEDERAL AND STATE SECURITIES.

[illegible]

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1884.....	207,268	229,041	226,733	197,267	214,679	314,521	332,098	406,076	446,044	396,847	381,510	387,556	3,709,970
1885.....	354,755	383,147	449,815	406,680	460,422	521,174	595,523	738,527	677,625	.....	.....	.....	.....
Chicago and Alton:													
1880.....	55,784	55,123	74,090	63,995	86,211	76,426	81,483	103,635	94,928	107,758	73,751	64,937	938,641
1881.....	81,531	75,621	78,261	65,558	75,260	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,484
1882.....	73,169	93,591	110,985	72,196	81,994	90,625	95,066	128,191	132,689	119,409	115,201	111,965	1,225,001
1883.....	109,850	101,555	104,272	122,084	132,301	145,542	149,187	157,948	170,944	170,910	156,989	153,294	1,673,708
1884.....	100,991	154,418	195,803	162,723	178,788	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1885.....	261,903	252,583	288,169	263,149	312,316	343,965	315,944	391,574	399,592	.....	.....	.....	.....
Chicago and Rock Island:													
1880.....	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	146,889	92,873	75,457	1,151,003
1881.....	63,090	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,819	118,763	1,261,060
1882.....	120,778	90,607	76,678	76,450	102,353	138,374	119,947	117,088	146,288	161,503	158,796	135,595	1,423,489
1883.....	130,225	122,512	128,798	144,996	170,987	139,142	160,306	210,729	216,030	199,435	201,184	192,297	1,969,267
1884.....	158,735	175,482	243,150	198,679	243,178	224,980	207,874	275,880	324,865	336,617	321,037	.....	3,095,470
1885.....	305,554	246,331	239,403	186,172	227,290	311,180	232,287	288,095	384,290	.....	.....	.....	.....
Chicago and Northwestern:													
1883.....	232,208	202,321	221,709	240,051	280,209	359,888	275,506	299,607	473,188	551,122	435,945	404,183	3,975,935
1884.....	273,876	317,539	390,365	371,461	466,580	565,145	477,743	519,308	669,605	708,714	705,496	645,943	6,912,313
1885.....	535,676	481,105	506,290	467,710	568,904	727,193	688,172	743,359	930,515	.....	.....	.....	.....
Cleveland and Toledo:													
1880.....	95,856	56,779	75,709	62,294	55,662	62,788	44,781	61,791	72,389	79,673	76,304	82,290	780,235
1881.....	78,170	67,210	86,280	78,032	65,907	55,085	60,885	66,578	84,603	94,408	82,467	82,400	889,499
1882.....	55,239	76,918	85,663	90,324	65,302	63,157	62,269	60,285	84,640	98,528	88,401	105,253	955,950
1883.....	106,263	88,468	103,175	87,515	69,716	64,910	71,716	78,538	102,178	112,507	117,284	164,876	1,167,544
1884.....	145,916	146,839	165,780	121,278	103,407	99,569	90,882	96,134	130,551	150,897	143,836	185,920	1,579,509
1885.....	154,058	176,105	208,329	158,077	126,000	100,000	113,515	154,245	192,110	183,649	184,614	208,291	1,942,993
Erie:													
1880.....	304,708	319,593	372,296	380,343	349,953	380,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1881.....	354,000	345,000	433,311	457,161	393,409	393,409	319,965	477,642	600,124	587,242	661,448	412,723	5,336,424
1882.....	404,507	391,932	458,560	547,174	506,610	480,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,188
1883.....	690,097	601,595	628,006	626,070	537,416	528,842	595,024	615,962	756,421	885,186	902,906	963,869	8,400,334
1884.....	845,965	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,036,321	10,469,481
1885.....	984,837	934,133	1,114,508	1,099,507	1,072,362	1,041,975	994,317	1,106,364	1,301,005	1,222,568	1,234,900	1,534,217	13,429,643
1886.....	808,341	886,039	1,240,623	1,472,120	1,339,279	1,325,528	1,152,803	1,364,128	1,345,456	.....	.....	.....	.....
Hudson River:													
1880.....	192,161	190,589	175,773	121,123	141,269	116,444	125,308	155,164	156,978	170,157	157,443	232,033	1,933,434
1881.....	212,714	209,422	161,047	134,600	156,281	129,996	140,890	167,220	180,000	193,951	169,549	220,370	2,075,822
1882.....	228,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1883.....	307,330	281,568	308,983	202,346	192,442	151,427	159,739	193,442	212,118	239,911	270,083	403,571	2,922,970
1884.....	458,953	425,047	368,802	270,676	244,771	202,392	190,364	219,681	268,100	302,174	295,750	484,560	3,726,149
1885.....	501,231	472,240	356,626	278,540	281,759	253,049	273,738	306,595	361,900	340,900	340,788	507,562	4,274,556
1886.....	528,938	418,711	424,870	311,540	351,759	310,049	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880.....	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1881.....	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,892	284,020	243,249	224,401	2,599,612
1882.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1883.....	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	475,576	496,433	437,679	524,581	4,571,025
1884.....	327,900	416,588	459,762	428,797	408,372	510,100	428,578	640,179	799,236	961,391	657,141	608,402	6,326,447
1885.....	546,410	522,555	592,276	491,297	454,604	590,061	531,996	661,548	705,740	.....	.....	.....	.....
Marietta and Cincinnati:													
1882.....	83,904	26,252	25,891	38,579	32,668	29,284	37,271	56,687	45,452	81,329	55,257	48,544	512,218
1883.....	88,203	60,540	60,540	35,326	40,708	55,704	52,864	77,112	83,069	76,764	68,868	710,225	710,225
1884.....	71,010	74,409	89,901	82,389	83,993	78,097	91,809	90,972	93,078	93,546	96,908	96,453	1,038,106
1885.....	98,112	86,626	93,503	82,186	78,842	110,186	108,652	112,156	120,051	.....	.....	.....	.....
Milwaukee and Prairie du Chien:													
1880.....	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,515	90,900	44,895	799,841
1881.....	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,728	177,879	130,184	67,990	1,168,407
1882.....	83,903	62,907	47,010	61,769	130,218	144,916	108,721	76,163	109,061	154,369	122,272	61,836	1,163,734
1883.....	67,130	76,132	44,925	38,177	108,987	111,260	71,687	60,353	155,417	205,055	138,342	112,913	1,247,258
1884.....	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	175,528	149,099	117,013	1,717,281
1885.....	98,183	74,283	70,740	106,689	146,943	224,338	217,159	170,554	228,020	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1880.....	104,245	106,828	143,626	145,258	138,084	122,796	101,710	151,770	173,870	218,465	196,496	152,172	1,754,819
1881.....	131,467	119,833	166,454	170,842	134,688	127,273	196,821	223,861	273,722	293,492	234,972	184,972	2,068,896
1882.....	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	285,090	276,181	231,265	189,077	2,169,077
1883.....	163,152	153,728	157,500	183,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,847,833
1884.....	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1885.....	256,600	304,446	328,454	330,661	267,125	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,153
1886.....	363,996	366,361	413,322	386,245	353,194	402,122	309,083	424,206	484,173	.....	.....	.....	.....
Michigan Central:													
1880.....	110,712	107,749	160,311	165,741	168,510	128,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1881.....	142,334	119,764	151,671	149,550	128,620	123,377	144,982	236,846	307,333	307,333	242,080	200,134	2,124,314
1882.....	230,159	159,658	151,902	175,698	186,039	174,002	172,189	216,624	295,956	322,369	307,474	253,634	2,650,702
1883.....	242,073	245,858	236,432	238,496	206,231	193,328	215,449	308,168	375,498	339,794	306,186	318,095	3,108,006
1884.....	252,435	278,948	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,902	406,510	370,470	3,970,946
1885.....	306,324	279,137	344,223	337,241	401,456	365,663	329,105	412,501	460,651	.....	.....	.....	.....
New York Central:													
1880.....	380,349	370,544	509,211	478,563	409,628	447,513	504,217	591,920	742,599	709,671	637,792	520,396	6,303,703
1881.....	387,128	402,530	561,078	585,141	551,700								

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.		
			When payable.	Where payable.						When payable.	Where payable.				
Alabama and Florida:							Chicago and Great Eastern:								
Mortgage	\$300,000	7			1867		1st Mortgage	2,000,000	7	Apr. & Oct.	New York	1894			
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Rock Island:								
Alabama and Tenn. Rivers:							1st Mortgage	1,397,000	7	Jan. & July.	New York	1870	102		
1st Mortgage convertible	533,000	7	Jan. & July.	New York	1872		Income bonds	63,500	8	May & Nov.	"	"	var.		
2d Mortgage	225,705	8			1864		Chicago and Northwestern:								
Albany, Vt. and Canada:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	97		
1st Mortgage	600,000	7	March & Sept.	New York	1867		General 1st Mortgage	3,500,000	7	"	"	"	1885	82	
Atlantic and Gt. Western (N.Y.):							Bonds issued for coupons of do.	766,000	7	May & Nov.	"	"	1883	85	
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York	1879		2d Mortgage	2,000,000	6	"	"	"	1890	95	
2d Mortgage	593,500	7	"	"	1881		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	"	1885	99 1/2	
Atlantic and Gt. Western (Pa.):							Green Bay Extension Bonds	300,000	7	"	"	"	1885	79	
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York	1877	70	Flagg Trust Bonds	245,000	8	Jan. & July.	"	"			
2d Mortgage	956,000	7	"	"	1882		Cincinnati, Hamilton and Dayton:								
Eastern Coal Fields Branch	400,000	7	"	"	1882		1st Mortgage	379,000	7	Jan. & July.	New York	1867	110		
Atlantic and Great Western (O.):							2d Mortgage	1,250,000	7	May & Nov.	"	"	1880	116	
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York	1876	97	Cincinnati and Zanesville:								
2d Mortgage		7	Jan. & July.	"	1883	98	1st Mortgage	1,800,000	7	May & Nov.	New York	1893			
Atlantic and St. Lawrence:							Cleveland and Mahoning:								
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92	1st Mortgage	850,000	7	Feb. & Aug.	New York	1878	107		
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	2d Mortgage	244,200	7	March & Sept.	"	"	1884	110	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & B.	68-70		3d Mortgage	688,200	8	"	"	"	1878		
Baltimore and Ohio:							Clev., Painesville and Ashtabula:								
Maryland Sterling Bds of 1833.	2,000,000	6	Ja. Ap. Ju. Oc.	London.	1833		Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York	1878	121		
Mortgage Coupon	1,850,000	6	April & Oct.	Baltimore.	1880	100	Dividend Mortgage	1,010,000	7	"	"	"	1880		
"	700,000	6	Jan. & July.	"	1880	100 1/2	Cleveland and Pittsburgh:								
"	1,123,500	6	Jan. & July.	"	1875	100 1/2	2d Mort. (M. L.) or 1st Extension	1,157,000	7	March & Sept.	New York	1873	90		
"	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	98	3d Mort. (M. L.) or 2d Extension	1,723,500	7	"	"	"	1875	95	
Balt. City Loan of 1855	6,000,000	6	Jan. & July.	"	1890	100	4th Mort. (M. L.) or 3d Extension	1,108,740	6	Jan. & July.	"	"	1892	74	
Belleville and Indiana:							River Line bonds	4,000	7	"	"	"	1887		
1st Mortgage convertible	563,000	7	Jan. & July.	New York	1866	101 1/2	Dividend bonds	24,811							
1st Mortgage extended	422,000	7	"	"	70-99		Income bonds	8,500							
2d Mortgage	116,000	7	"	"	1870		Clev., Columbus and Cin.:								
Income bonds	87,000				1870		1st Mortgage, Coupon	497,500	7	Jan. & July.	New York	64-90			
Real Estate bonds	47,540				1868		Cleveland and Toledo:								
Belvidere Delaware:							Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York	1867	101 1/2		
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York	1867	95	Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	"	"	1872	101 1/2	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1886	96	Tol. Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	"	"	1863	75	
3d Mortgage (do.)	689,500	6	Feb. & Aug.	"	1877	101	C. and T. Dividend (convert.)	12,285	7	April & Oct.	New York	1865	70		
Boston Concord and Montreal:							C. and T. Income (convertible)	6,000	7	March & Sept.	"	"	1870		
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865		C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	"	"	1885	96	
1st Mortgage	200,000	7	"	New York	1865		Columbus and Xenia:								
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870		Dividend	38,860		June & Dec.	New York	1866			
2d Mortgage Coupons	250,000	7	"	New York	1870	97 1/2	Mortgage	248,000							
Sinking Fund	200,000	6	"	Boston.	1889	100	Connecticut River:								
Boston and Lowell:							Mortgage	250,000	6	March & Sept.	Boston.	1878			
Mortgage	440,000	6	Jan. & July.	Boston.	1873	96 1/2	Connecticut and Passump. Rivers:								
Buffalo, New York and Erie:							1st Mortgage	638,500	6	June & Dec.	Boston	1876	90		
1st Mortgage coupon	2,000,000	7	June & Dec.	New York	1877	96 1/2	Cumberland Valley:								
2d Mortgage coupon	426,714	7	May & Nov.	"	1872	103	1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904			
Buffalo and State Line:							2d Mortgage	109,500	8	"	"	"	1904		
1st Mortgage	500,000	7	April & Oct.	New York	1866	101	Dayton and Michigan:								
Income in '99, in '73	200,000	7	Jan. & July.	"	var.		1st Mortgage	283,000	8	Jan. & July.	New York	1867	114		
Special Erie and North-East	149,000	7	"	"	61-70		2d Mortgage	2,685,000	8	"	"	"	1881	103	
Burlington and Missouri:							3d Mortgage	642,000							
New Land Mortgage	1,343,870	7	April & Oct.	New York	1893		Toledo depot bonds	162,500							
Cairo and Fulton (Mo.):							Dayton and Western:								
State (Mo.) Loan	650,000	6			78-79		1st Mortgage	289,000	7	March & Sept.	New York	1882	50		
Camden and Amboy:							2d Mortgage	250,000	7	June & Dec.	"	"	40		
English debt (S. F.) £418,960	2,027,718	6	Semi-annual.	London.	1880		Delaware:								
Converted Sterling Loan	800	6	"	"	1868		1st Mortgage guar. by P. W. &								
American Loan	63,000	6	"	New York	1864		Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102 1/2		
Loan for \$500,000	229,700	6	"	"	1867	96 1/2	Guaranteed	100,000	6	"	"	"	1875	106	
"	300,000	6	"	"	1870	100 1/2	State Loan	170,000	6	"	"	"	1876		
"	675,000	6	"	"	1875	85	Delaware, Lackawanna and Wn:								
"	\$1,700,000	6	"	"	1883	90	1st Mortgage (Lack & Western)	900,000	8	April & Oct.	New York	1871	101 1/2		
"	\$2,500,000	6	"	"	1889	90	1st Mortgage (E. Extension)	1,499,000	7	"	"	"	1875	100	
Consolid. Mort. Loan \$5,000,000	4,289,400	6	"	"	1889	100 1/2	2d Mortgage	2,516,500		March & Sept.	"	"	1881	103	
Camden and Atlantic:							Des Moines Valley:								
1st Mortgage Coupon	1,087,375	7	Feb. & Aug.	Philadelphia.	1872		1st Mortgage coupon	1,740,000	8	April & Oct.	New York	1877	100		
Catawissa:							Income	248,000	7	Jan. & July.	"	"	1884	80	
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882		Detroit and Milwaukee:								
Cayuga and Susquehanna:							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York	1875	60		
1st Mortgage	300,000	7	Jan. & July.	New York	1865		2d Mortgage	1,000,000	8	"	"	"	1886		
Central of New Jersey:							3d Mortgage (convertible)	750,000	10	"	"	"	1863		
1st Mortgage	1,400,000	7	Feb. & Aug.	New York	65-70	100 1/2	4th Mortgage (G. W. R. R.)	500,000	8						
2d Mortgage	600,000	7	May & Nov.	"	1875	110	Dubuque and Sioux City:								
*Central Ohio:							1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York	1883			
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1861	100 1/2	Construction bonds, 2d Div'n	660,000							
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94 1/2	Dubuque Western:								
2d Mortgage	800,000	7	June & Dec.	New York	1866	101	1st Mortgage	344,000	7						
1d Mortgage (S. F.)	950,000	7	"	"	1885	85	Eastern (Mass.):								
4th Mortgage (S. F.)	1,368,800	7	"	"	1876	50	2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95		
Charleston and Savannah:							3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	93 1/2		
1st Mortgage (endorsed)	510,000	6					1st M. (State) \$75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	"	65-71		
2d Mortgage	1,000,000	7					East Tennessee and Georgia:								
Obeshire:							State, 1st Mortgage	970,000							
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90	Endorsed by State of Tennessee	150,000							
Chicago, Burlington & Quincy:							Mortgage (ordinary)	790,688							
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York	1883	112	East Tennessee and Virginia:								
" " " " " " " "	3,167,000	8	"	"	1883		State, 1st Lien	1,602,000							

AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest.				Description.	Amount.	Interest.	Interest.				Price.
			When payable.	Where payable.	Due.					When payable.	Where payable.	Due.		
Florida, Atlantic and Gulf Centr. Internal Improvement (State)	800,000	7			1891		Memphis and Ohio : State (Tenn.) Loan	1,340,000	6					
Free Land, 2d Mortgage	200,000	8			1891		Michigan Central :							
Galena and Chicago Union :							1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872		
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1892	100	1st Mortgage S'g (convertible)	500,000	8	March & Sept.	"	1899		
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	"	1875	95	1st Mortgage (convert.) Dollar	2,040,500	8	"	N. Y. & Boston	1899	109	
Edin and State Line	199,000	7	Jan. & July.	"	1879		1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	"	1882	110	
Great Western, Ill. :							1st Mortgage (S. F.), convertible	4,330,500	8	"	"	1882	110	
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1898	106	Mich. Southern and N'p Indiana :							
" Eastern	1,350,000	7	Feb. & Aug.	"	1865	102 1/2	Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1890		
Hannibal and St. Joseph :							Northern Indiana, 1st	8,000	7	Feb. & Aug.	"	1861		
Missouri State Loan (1st Lien)	8,000,000	6	Jan. & July.	New York.	73-87	79	Erie and Kalamazoo	38,000	7	March & Sept.	"	1862		
Land Security	3,344,600	7	April & Oct.	"	1881	94	Northern Indiana, Plain	7,000	7	Feb. & Aug.	"	1863		
Convertible Bonds	822,000	7	Jan. & July.	"	1883	100	Jackson Branch	77,000	7	"	"	1865		
Harrisburg and Lancaster :							Goshen Air Line	682,000	7	"	"	1869	100	
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100	Detroit and Toledo	734,000	7	"	"	1876	93	
Hartford and New Haven :							1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	"	1885	93	
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	2d General Mortgage	2,194,500	7	"	"	1877	90	
Housatonic :							* Milwaukee and Beloit :							
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877		1st Mortgage	630,000	8					
Houston and Texas Central :							* Milwaukee and Horicon :							
State (1st Lien) Loan	210,000						1st Mortgage	420,000	8					
Mortgage	125,000	7			1866		2d Mortgage	600,000	8					
Hudson River :							Milwaukee and Prairie du Chien :							
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	69-70	102 1/2	1st Mortgage (Coupon)	443,000	7	Jan. & July.	New York.	1891	95	
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	102 1/2	Minnesota and Pacific :							
3d Mortgage	1,840,000	7	May & Nov.	"	1875	104	Real Estate	1,200,000	7	Jan. & July.	"	1892		
Convertible	1,002,000	7	"	"	1887	95	Mississippi Central :							
Illinois Central :							1st Mortgage	1,007,383	7					
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868		Mississippi Central and Tenn. :							
Construction	7,975,500	7	April & Oct.	London.	1875		State (Tenn.) Loan	529,000	6					
Construction	2,896,500	6	"	"	1875	106 1/2	Mississippi and Missouri :							
Redemption bonds	2,084,000	6	"	"	1890		1st Mortgage (convertible)	1,000,000	7		New York.			
Indiana Central :							2d Mortgage (S. F.)	400,000	8		"			
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		Oskaloosa Division	685,558	7	Jan. & July	"	1875	18 1/2	
2d Mortgage	384,000	10				117	1st Land Grant	3,612,000	7	"	"		48	
Income	20,500						2d Land Grant	691,000		"	"			
Indianapolis and Cincinnati :							Income bonds	513,500						
1st Mortgage	600,000	7	Jan. & July.	New York.	1866	106	Mississippi and Tennessee :							
2d Mortgage	400,000	7	"	"	1862	100	Tennessee State Loan	98,000	6			1886		
Real Estate Mortgage	200,000	7			1868	68	Mississippi State Loan	202,799	6					
Ind., Pittsburg and Cleveland :							1st Mortgage	171,000	7			1876		
1st Mortgage	660,000	7	Jan. & July.	New York.	1870		Mobile and Ohio :							
2d Mortgage	347,000	7					City (Mobile) Tax Loan	400,000	6					
Indianapolis and Madison :							Tennessee State Loan	674,960	6					
Mortgage	640,000	7	May & Nov.	New York.	1881	100	Alabama State Loan	889,410	6					
Jeffersonville :							Income	1,608,070	8	Jan. & July.	New York.	61-67		
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75	Sterling	878,085	6			1882		
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Mississippi State Loan	200,970	6					
* Kennebec and Portland :							Montgomery and West Point :							
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870		Alabama State Loan	122,622						
2d Mortgage	220,000	6	"	Augusta.	1861		Mortgage (due 1860, '63 and '66)	350,000	6			var.		
3d Mortgage	260,000	6	"	"	1862		Mortgage	450,000	8			1866		
* Kentucky Centr. (Conv. and Lex.)							Muscogee :							
1st Mortgage	180,000	6					1st Mortgage	249,000	7					
2d Mortgage	290,000	7					Nashville and Chattanooga :							
3d Mortgage (convertible)	1,000,000	7					Mortgage (State endorsed)	1,500,000						
Guaranteed by Covington	600,000	7					Chat. and Cleve. Suba. (endors.)	231,000						
Cincinnati (exchanged)	200,000	6					* New Albany and Salem :							
Keokuk, Mt. Pleasant and Muscat.	100,000	6					Crawfordsville	175,000	7					
Lee County	150,000	8					1st Mortgage	500,000	10					
City of Keokuk	200,000	8					1st Mortgage	2,235,000	6					
La Crosse, Viroqua & Mineral Pt. :							N. Hav., N. Lond. and Ston'ton :							
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883		Mortgage	450,000	7	March & Sept.	New Haven.	1861		
Lehigh Valley :							2d Mortgage	200,000	6	Jan. & July.	"	1863	93 1/2	
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	93	Extension	116,000	6	May & Nov.	"	1878		
La Crosse and Milwaukee :							New Haven and Northampton :							
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.			1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869		
2d Mortgage (Eastern Div.)	1,000,000	7					1st Mortgage (H & Hamp.)	105,000	6					
1st Land Grant (Western Div.)	4,000,000	7	Jan. & July.	New York.	1883		New Jersey :							
2d Land Grant (Western Div.)	353,500	7	"	"			Company's (various)	642,500		Semi-annually.	New York.	var.	102	
3d Mortgage (whole road)	1,700,000	7					New London Northern :							
Unsecured Bonds	1,785,000	7					1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100	
Lexington and Frankfort :							N. Orleans, Jackson and Gt. North. :							
Mortgage, due 1869 and '74	79,000	6		Lexington.	69-74		State (Miss.) Loan	255,000	5			63-74		
Little Miami :							1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886		
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100	N. Orleans, Opelousa and Gt. West. :							
Long Island :							Louisiana State Loan	641,000	6					
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876		New Orleans City Subscription	1,500,000	5					
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	88	1st Mortgage (S. F.)	566,000	8			1889		
Extension Bonds	175,000	7	May & Nov.	"	1890	110	New York Central :							
Long Dock Co. :							Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	96	
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110	D'bits of former Co's outst'ding	224,920			"			
Louisville and Frankfort :							Funding (S. F.) Bonds	1,895,000	7	Feb. & Aug.	"	1876	100	
1st Mortgage	100,000	6	Jan. & July.	New York.	1881		Exchanged S'ks (S. F.) B'ds	668,000	6	May & Nov.	"	1883	93 1/2	
Louisville and Nashville :							" (S. F.) B. & N. F.	75,000	6	"	"	1883		
State (Tenn.) 1st Lien	560,500	6	Jan. & July.	New York.	78-92		Real Estate (S. F.) Bonds	186,000	6	"	"	1883	90	
1st Mortgage	1,804,000	7	Feb. & Aug.	"	1883		Real Estate Bonds & Mortgages	190,273	7	var.	"	var.		
Lebanon Branch 1st Mortgage	41,000	7			var.		"	45,550	6	"	"	1883		
Memphis Branch 1st Mortgage	300,000	7			var.		Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	"	1876	105	
McMinnville and Manchester :							Bonds of Oct. 1863 (S. F.)	2,925,000	6	June & Dec	"	1887	94	
State (Tenn.)	872,000	6					New York and Erie :							
Mortgage	24,000	7					1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	105	
Mortgage	10,000	6					2d Mortgage	4,000,000	7	March & Sept.	"	1879	102	
Marietta and Cincinnati :							3d Mortgage	6,000,000	7	"	"	1883	97	
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	85	4th Mortgage	3,634,000	7	April & Oct.	"	1880	94	
1st Mortgage sterling	1,000,000	7	"	"	1891		5th Mortgage	1,002,500	7	June & Dec.	"	1888	93	
Seloto & Hooking Val.R.R. mort.	800,000	7					Buffalo Branch	186,400	7	Jan. & July.	"	1891		
Memphis and Charleston :							New York and Harlem :							
State Tenn. Loan	1,100,000	6			1880		1st Mortgage	3,000,000	7	May & Nov.	New York.	1875	102	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S.F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.		
N. York, Providence and Boston:						
1st Mortgage	\$247,000	6	Feb. & Aug.	New York.	73-78	---
North Carolina:						
State Loan	3,000,000	6				
North-Eastern (S. C.):						
1st Mortgage	700,000	---				
2d Mortgage	224,500	---				
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	85
Md. State Loan (Irredeemable)	1,500,000	6				
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	---
Y. and C. guar. by Balt. 2d Mort.	500,000	6				
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1877	91
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1869	90
2d Mortgage	3,077,000	7	"	"	1861	36
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	72-87	95
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	85
Chattel Mortgage	880,000	10	"	"	1887	113 1/2
Northern (N. H.):						
Bonds due 1864 and 1874	230,700	6	April & Oct.	Boston.	64-74	92
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	---
Bonds for Dividend Sclip.	100,000	7		New York.	64-74	---
Steamboat Bonds	200,000	7	Feb. & Aug.	"	63-70	---
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	7	April & Oct.	"	1880	---
Construction	4,262,000	7	March & Sept.	"	1876	17
Income	3,320,000	7	May & Nov.	"	1881	---
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	---
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875	---
2d Extension	600,000	8	May & Nov.	"	1873	---
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	71-87	78 1/2
State Loan (S. W. Branch)	1,253,000	6	"	"	87-89	---
Construction Main Line	1,814,000	7	"	"	---	55
" S. W. Branch	3,232,000	7	"	"	---	---
St. Louis County bonds	13,000	7	"	"	1886	---
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	---
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mortgage	2,621,000	6	April & Oct.	"	1875	94 1/2
2d Mortgage Sterling	2,253,840	6	"	London.	1876	---
State Works Bonds	6,900,000	6	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	74-75	---
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	---
3d Mortgage (Coupon)	155,000	6	March & Sept.	"	1871	---
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1882	---
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873	---
Petersburg and Lynchburg (S. Side):						
State (Va.) Loan (S. F.)	800,000	7				
1st Mortgage (1862-70-75)	865,000	6				
2d Mortgage (1862-70-75)	878,000	6				
Special Mortgage (1865-68)	175,000	6				
Last Mortgage (1861 to 1869)	133,500	8				
Phila. German/ra and Norris/ra:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1885	105
Convertible Loan	202,500	6	"	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (nonconvertible)	408,000	6	Jan. & July.	Philadelphia.	1867	---
" 1836	182,400	6	"	"	1870	---
" 1840	2,825,600	6	April & Oct.	"	1870	91
" 1861	108,000	6	Jan. & July.	"	1871	96
" 1863	1,625,800	6	"	"	1880	91
" 1864	904,000	6	"	"	1880	91 1/2
" 1865	101,000	6	"	"	1880	91
" 1866	67,000	6	"	"	1880	91
" 1867, (convertible)	864,000	6	"	"	1886	110
" 1868	60,000	7	"	"	1886	---
Bonds and mort. on Real Estate	596,579	---				
Phila. Wilmington and Baltimore:						
Mortgage Loan	612,000	6	Jan. & July.	Philadelphia.	1884	---
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74 1/2
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	103
" (series B)	875,000	7	Feb. & Aug.	"	1912	"
" (series C)	875,000	7	Mar. & Sept.	"	1912	"
" (series D)	875,000	7	April & Oct.	"	1912	"
" (series E)	875,000	7	May & Nov.	"	1912	"
" (series F)	875,000	7	Jun. & Dec.	"	1912	"
2d " (series G)	800,000	7	Jan. & July.	"	1912	96 1/2
" (series H)	800,000	7	Feb. & Aug.	"	1912	"
" (series I)	800,000	7	Mar. & Sept.	"	1912	"
" (series J)	800,000	7	April & Oct.	"	1912	"
" (series K)	800,000	7	May & Nov.	"	1912	"
" (series L)	800,000	7	June & Dec.	"	1912	"
3d " (series M)	800,000	7	Jan. & July.	"	1912	85
Ridge Bonds	2,000,000	7	April			
Chicago Depot Bonds	187,500	7	May & Nov.	Philadelphia.	1876	---
Pittsburg and Stenboville:						
Mortgage	500,000	7	Feb. & Aug.	New York.	1865	---
Potomac and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-74	---
Quincy and Chicago						
1st Mortgage	1,230,000	---			1873	---
Racine and Mississippi:						
1st Mortgage (Eastern Division)	\$380,000	8		New York.	---	---
1st Mortgage (West'n Division)	757,000	8		"	1875	35
Raleigh and Gaston:						
Coupon	100,000	---			1862	---
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	---
Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	---
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	---
Richmond, Fred. and Potomac:						
Sterling (\$267,000)	324,000	6			1860	---
Richmond and Petersburg:						
Coupon	150,000	---			1875	---
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	70
2d Mortgage	937,500	7	"	"	1863	26
3d Mortgage	440,000	7	"	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	---
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	---
Sandusky, Dayton and Cincinnati:						
1st Mortgage	920,000	7	Feb. & Aug.		1900	---
2d Mortgage	77,000	7	"		1866	---
3d Mortgage	201,500	7	"		1875	---
Six per cents	75,593	6			1878	---
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7	April & Oct.	New York.	1865	---
1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1866	---
Seaboard and Roanoke:						
1st Mortgage	800,000	7			1880	---
2d Mortgage	76,000	7			1870	---
South Carolina:						
State Loan	187,000	5			1868	---
Sterling	183,333	6			1863	---
Sterling	2,000,000	6		London.	1866	---
Southern Mississippi:						
1st Mortgage	500,000	---			---	---
South Western (Ga.):						
1st Mortgage	631,000	---			1875	---
Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---			---	---
Steuernv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	---
2d Mortgage	900,000	7	"	"	1865	---
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6		New York.	---	90
St. Louis City Subscription	500,000	---			---	---
St. Louis County Subscription	1,000,000	---			---	---
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	75-76	---
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	---
St. Louis, Alton and Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" (series B)	1,100,000	7	April & Oct.	"	1894	"
" (series C)	1,400,000	7	Feb. & Aug.	"	1894	79
" (series D)	1,400,000	7	May & Nov.	"	1894	"
" Income (series E)	1,700,000	7	"	"	1894	75
Toledo, Peoria and Warsaw:						
1st Mortgage	1,301,000	7	June & Dec.	New York.	---	---
Terre Haute and Richmond:						
1st Mortgage (convertible)	94,000	7	March & Sept.	New York.	1866	---
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
2d M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1866	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	80
2d M. (Wabash and Western)	1,500,000	7	"	"	1873	"
Sinking Fund Bonds	152,255	7			---	88
Equipment bonds	600,000	7			---	---
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	22
Virginia Central:						
Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	---
Mortgage (coupons)	198,000	5	"	Rich'm'd &	1872	---
Mortgage (coupons)	926,000	6	"	New York.	1884	---
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	---
1st Mortgage	500,000	6	"	New York.	1874	---
2d or Enlarged Mortgage	1,000,000	6	"	"	1884	---
Salt Works Br. Mort. due '68-'61	203,000	6	"	Lynchburg.	var.	---
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	---
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87 1/2
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107 1/2
Western (Mass.):						
Sterling (\$399,900)	4,319,520	5	April & Oct.	London.	68-71	---
Dollar Bonds	850,000	6	"	Boston.	1875	96
Albany City Bonds	1,000,000	6	Jan. & July.	"	66-78	98
Hudson and Boston R.R. Loan	150,000	6	June & Dec.	"	dem.	---
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1890	100
Wilmington and Manchester:						
1st Mortgage	598,000	7	May & Nov.	New York.	1866	---
2d Mortgage	200,000	7	"	"	1872	---
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	---
Sterling, issued in 1858	144,500	6			1868	---
Company's endorsed by State.	180,000	6			1873	---

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.								
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.		
ALABAMA.																						
30 Jun. '60	65.0				50.6			Alabama and Florida	1,451,386	*		877,953	503,500	105,258	1,515,704	54.0		101,102	87,886			
28 Feb. '59	30.3				58.1	2	19	Alabama and Mississippi	461,505	30,991		335,010	109,500	21,632	518,965	30.3		55,791	31,852			
31 May '60	109.6				67.8	11	102	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,006	777,777	240,485	2,476,023	109.6		207,626	111,232			
30 Jun. '59	67.0				171.8			Mobile and Girard	1,600,000	*						57.0	236,791	76,773	21,006			
1 May, '61	499.3	13.5			49.4	40	28	Mobile and Ohio	12,000,000	*								1,402,858	695,270			
29 Feb. '60	88.5	23.4			23	14	283	Montgomery and West Point	1,833,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9		605,150	260,269	6		
ARKANSAS.																						
2 Nov. '58	38.5				107.5			Memphis and Little Rock	553,877	*		351,524	446,000	10,725	811,949							
CALIFORNIA.																						
30 Dec. '60	22.5							Sacramento Valley	1,493,850	*		793,850	700,000		1,493,850	22.5		230,251	104,594			
CONNECTICUT.																						
31 July '64	23.8				1.9	4	5	Danbury and Norwalk	346,299	66,483		307,000	95,000	731		23.8	53,325	89,470	40,029	7		
31 Jan. '65	122.4				17.0	16	20	Hartford, Provid. and Fishkill	3,902,356	302,511		2,037,940	1,936,740			122.4	317,844	517,808	134,500			
31 Aug. '64	61.6	11.2			66.2	22	37	Hartford and New Haven	3,260,908	254,000	137,036	2,850,000	927,000		4,280,706	72.8	465,245	1,232,307	885,219	17	217	
31 Dec. '64	74.0				8.9	10	12	Housatonic	2,439,775	*		2,000,000	191,000	47,900	2,685,438	124.0	203,329	428,518	160,702			
31 Dec. '64	67.0				1.3	8	11	Naugatuck	1,464,127	*		1,100,000	300,000	29,149		62.0	145,555	360,167	140,391	16		
28 Feb. '65	50.0				2.6	8	10	N. Haven, N. London and Ston.	1,454,040			738,538	766,000			62.0	161,182	274,887	loss.		117	
30 Nov. '64	84.8	5.8			9.3	3	2	New Haven and Northampton	2,336,485	41,560		1,010,000	650,000			49.63	197,387	85,946	24			
31 Dec. '64	66.0				5.9	8	12	New London Northern	724,336			658,805	51,000		810,982	66.0	211,836	270,672	84,299	8	85	
31 Mar. '65	61.3	1.0			63.8	29	75	New York and New Haven	4,729,607	932,265		3,619,600	2,000,000		6,810,340	117.4	652,755	1,847,291	622,596	9	114	
30 Nov. '64	59.4	7.0			8.2	18	17	Norwich and Worcester	2,463,983	149,711		2,338,600	607,000	10,962	3,238,531	66.4	344,463	631,728	244,471	7	100	
DELAWARE.																						
31 Oct. '60	84.3				10.7			Delaware	1,552,257			406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466			
31 Oct. '62	16.2							Newcastle and Frenchtown	704,860		18,535	744,620		5,024	749,644	5.0		27,283	10,290	9		
FLORIDA.																						
'62	154.2				150			Florida														
30 Apr. '60	32.0				3.0	13.0	3	6	Florida and Alabama	532,791	30,536		191,435	195,000	75,894	619,112	32.0		7,857	3,586		
'62	59.9				5.0			Flo. Atlantic and Gulf Central														
'62	100.0	3.9			10.0	153.5		Pensacola and Georgia								29.4						
GEORGIA.																						
30 Jun. '60	86.7				16	7	124	Atlanta and West Point	1,192,389	*		1,250,000	126,000		1,597,385	86.7		418,080	265,827	8	125	
'62	92.6				8.7	70.9		Atlantic and Gulf—M. Trunk														
31 Dec. '60	53.0							Augusta and Savannah	1,032,200	*		733,700	129,500			53.0						
30 Apr. '60	43.5				23.7			Brunswick and Florida	755,000	*		151,837				43.5		168,988	95,612			
31 Mar. '60	191.0				53	62	697	Central of Georgia (and Bank)	4,366,800	*		4,366,800			6,590,173	229.0	879,468	1,715,025	764,574	10		
30 Nov. '60	102.5				19	16	171	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	812,500		8,123,343	232.0		1,169,188	528,043	8	100	
31 July '59	50.0				7	2	107	Macon and Western	1,500,000	*		1,500,000		12,296	1,668,976	102.5	226,241	404,615	212,676	19	72	
1 May, '58	61.0				3	4	33	Muscogee	774,244	162,534		669,950	249,000		1,026,868	61.0		202,714	110,516	8		
31 July '60	106.1	100.8			15	22	201	Savannah, Albany and Gulf	1,386,634	62,874		1,275,901	10,200	180,621	1,473,140	71.6						
30 Sep. '59	138.0				52	24	705	South Western	3,770,425	*		2,921,900	396,500	19,913	3,822,913	138.0			888,863	13		
								Western and Atlantic	5,901,497	*		built and owned by State.				23.8			882,343	464,441		
ILLINOIS.																						
31 Dec. '64	220.0				49	32	939	Chicago and Alton	8,308,919	*	659,100	4,203,300	4,054,000		9,890,598	281.0	1,104,197	2,770,454	1,273,518	7	105	
30 Apr. '65	317.0	83.0			105	46	1,995	Chic., Burlington and Quincy	12,637,020	2,518,232		8,576,510	5,924,969		16,464,255	400.0	1,963,105	5,728,910	2,762,773	20	138	
1 Apr. '65	242.0				29.0	36	23	Chicago and Northwestern	12,325,889	510,983		3,731,316	8,336,000	226,641	13,147,136	242.0		1,083,054	448,508			
31 Mar. '65	181.8				59	69	1,195	Chicago and Rock Island	7,904,293	*	500,000	6,000,000	1,450,500		9,484,582	228.4	1,212,654	3,359,391	1,891,706	6	108	
31 Dec. '63	121.0	188.7			74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000		10,962,115	341.7	1,484,065	2,201,481	1,279,408	6		
31 May, '63	174.5	5.5			126	78	3,327	Great Western	4,039,561	*		1,448,561	2,350,000		4,214,342	180.0		742,097	377,476		65	
31 Dec. '64	154.8	252.5			126	78	3,327	Illinois Central	29,675,410	*		20,808,150	13,232,000		35,080,110	708.3	3,886,850	6,329,447	2,463,194	8	138	
1 Jun. '65	111.0				15	14	232	Toledo, Peoria & Warsaw	3,880,955	464,000		2,653,955	1,391,000		4,344,955	111.0		489,874	210,960			
31 Dec. '64	106.0	14			42	28	955	St. Louis, Alton & Terre Haute	10,700,000	*		4,000,000	6,700,000		10,700,000	309.0		2,084,074	603,787		44	
INDIANA.																						
'62	108.0							Cincinnati and Chicago	2,080,438	*		1,106,679	1,006,125			108.0						
31 Aug. '57	109.0							Evansville and Crawfordsville	2,233,413		2,750	986,061	1,219,100	51,772	2,283,748	109.0		249,897	119,342			
31 Dec. '62	72.4				19	17	266	Indiana Central	1,067,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0		442,898	168,541		72	
31 Dec. '58	89.8	20.2			23	19	313	Indianapolis and Cincinnati	2,497,982	540,043	25,639	1,699,900	1,362,284	140,699	3,458,108	110.0		448,868	230,834	9	100	
31 Dec. '64	84.0				15			Ind., Pittsburg and Cleveland	2,735,556	*		1,872,000	997,000		2,975,878	84.0	384,539	771,768	307,832			
1 Dec. '62	78.0				15	14	201	Jeffersonville	1,549,518	*	278,534	1,016,907	621,000		2,175,223	108.0	312,859	527,868	268,156			
31 Mar. '64	86.0	46.0			17	10	263	Indianapolis and Madison	1,464,347	*		819,900	640,000		1,538,783	132.0		316,172	117,941	6	100	
'68	238.0							Louisv. N. Albany & Chicago	6,000,000	*		2,800,000	3,000,000	2,000,000	6,000,000	288.0		645,827	871,401		36	
30 Nov. '64	78.0				21	28	440	Terre Haute and Richmond	1,985,150	*	169,379	1,900,150	88,000		3,063,108	73.0	370,555	1,007,979	521,254	15	166	
IOWA.																						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "not Running dots (....) signify "not ascertained." Land-Grant Railroads are in "Italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Dividends.	Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Car.				Property and Assets.					Liabilities.					Gross.	Net.	p. c.			
					Engines.	Passenger.	Freight, etc.		Railroad and appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.							
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$				
20 Nov. '02	55.0				6	4	74	MAINE.	1,050,000			151,833	444,638	205,584	757,381	36.5	76,244	79,761	43,461					
20 Jun. '02	149.0		25.0		41	17	349	Androscoggin	6,788,205	867,734		2,494,900	3,068,401		7,953,475	149.0	oper. by	Gd. Tr.				45		
20 Sep. '01	63.0	9.5	8.0		12	11	120	Kennebec and Portland	2,871,284			1,287,779		271,143	2,990,998	109.5	139,853	172,113	91,487					
21 May, '03	99.7				13	20	281	Maine Central	4,211,878			21,925	3,068,401	139,362	4,259,308	109.2	186,240	323,032	174,028					
21 May, '05	61.8				12	4	119	Portland, Saco and Portsmouth	1,491,207			1,500,000			1,690,004	51.3	161,056	450,222	236,767	6	95			
May, '09	37.0							Somerset and Kennebec	783,763			160,200	556,600			37.0		65,403	28,404					
20 Sep. '02	279.6	7.2			225	100	3,000	MARYLAND.	21,324,873	3,621,755	3,990,254	16,151,962	10,781,833	680,555	33,673,664	298.3	1,953,769	4,481,859	8,054,653	6	113			
20 Sep. '02	30.0				7	33	187	Washington Branch	1,650,000			1,650,000			2,332,262	39.0		778,417	628,589	9	127			
21 Dec. '04	133.0	4.0	25.0		60	47	3,529	Northern Central	7,847,941	1,104,744	123,775	3,344,860	4,850,000		12,273,647	261.0	1,099,248	3,051,669	1,085,387	11	45			
20 Nov. '04					8			MASSACHUSETTS.																
20 Nov. '04	26.7	1.8	16.8		24	38	534	Boston, Hartford & Erie	9,971,981	249,748		8,500,000	3,806,000	169,363	12,475,363							114		
20 Nov. '04	74.3	8.8	51.1		36	78	720	Boston and Lowell	2,452,243	183,345	360,758	1,580,243	640,000	12,326	2,996,346	70.9	473,213	650,990	182,610	6	94			
20 Nov. '04	47.0	7.0	32.5		20	43	256	Boston and Maine	3,884,161	476,975		4,076,974			4,911,728	164.3	737,505	1,272,600	443,332	8	116			
20 Nov. '04	44.6	24.0	60.8		32	69	809	Boston and Providence	2,968,000	202,000		3,160,000	27,720		3,008,159	61.8	457,640	1,117,340	393,908	9	125			
20 Nov. '04	46.0	1.1	2.7		7	15	41	Boston and Worcester	4,062,684	437,416	100,000	4,500,000		229,061	5,657,510	83.6	638,622	1,471,985	437,864	10	122			
20 Nov. '04	60.0	2.4	9.6		12	28	158	Cape Cod Branch (par 60)	907,700	123,855		681,666	102,900		1,103,581	47.1	62,108	161,203	78,265	6	60			
20 Nov. '04	44.2	30.5	27.5		31	74	459	Connecticut River	1,614,376	187,560		1,591,100	250,000		2,079,944	52.4	223,318	472,321	165,932	6	106			
20 Nov. '04	51.0	42.5	75.8		26	85	457	Eastern	3,996,179	329,765	264,102	3,155,000	1,667,200	237,200	5,059,400	89.0	522,636	1,040,189	460,423	6	97			
20 Nov. '04	12.4		2.3		10	17	240	Fitchburg	3,189,851	350,149		3,540,000			3,846,895	93.4	354,622	868,352	309,341	8	103			
20 Nov. '04	14.6		1.2		10	17	240	Lowell and Lawrence	332,833	30,275		200,000	75,000	3,374	366,912	37.0	oper. by	Boston & Lowell			5			
20 Nov. '04	20.1	1.5	1.2		4	17	6	Nashua and Lowell	568,919	95,684		600,000		50,455	609,392	71.0	135,947	291,618	63,019	8	119			
20 Nov. '04	33.0		0.7		5	6	25	New Bedford and Taunton	490,527	46,018	14,000	500,000	219,500		719,500	38.7	64,272	220,820	43,527	7	107			
20 Nov. '04	98.5	8.8	27.5		26	69	438	N. York and Boston Air Line	1,314,916	82,850		788,047	1,072,900	187,590	2,048,537	36.7	94,748	83,492			10			
20 Nov. '04	43.4	10.1	14.9		14	18	163	Old Colony and Fall River	3,923,876	384,503		3,609,600	452,000	451,350	4,512,950	107.3	510,010	964,030	469,932	8	104			
20 Nov. '04	16.9		1.7		3	4	197	Providence and Worcester	1,409,307	213,183		1,700,000			1,700,000	44.4	236,408	490,778	169,118	8	140			
20 Nov. '04	6.1				36.5			Salem and Lowell	882,470	81,543		243,305	226,900	727	470,931	52.7	oper. by	B. & L. Co.	17,600	1	110			
20 Nov. '04	69.8	8.0	5.5		11	13	180	Troy and Greenfield				232,942	979,308			1,212,250								
20 Nov. '04	150.1	17.3	120.6		75	63	1,149	Vermont and Massachusetts	3,057,016	207,343	248,495	2,214,225	924,960		3,932,547	77.3	151,327	342,297	134,383			43		
20 Nov. '04	44.7		9.8		10	12	143	Western (incl. Alb. & W.S. etc.)	10,176,943	1,096,713		6,150,000	6,267,520		14,986,959	218.0	1,430,223	2,996,354	1,178,712	10	136			
								Worcester & Nashua (par 83)	1,038,898	116,000		1,141,000	70,000	51,390	1,268,390	45.7	194,712	338,255	137,605	7	95			
21 Mar. '05	96.5		5.0		14	10	232	NEW HAMPSHIRE.																
20 Nov. '04	53.6		8.0		18	16	246	Boston, Concord and Montreal	2,850,000			1,800,000	1,050,000		3,141,091	93.5		408,388	141,407			62		
21 Mar. '03	34.5				21	22	494	Cheshire	2,475,846	322,366		2,085,925	685,400		2,969,853	53.6	338,025	332,183	130,646	2				
21 Mar. '03	29.2		2.8		2			Concord (par 50)	1,500,000			1,500,000			1,564,506	61.8		470,078	125,286			7		
21 Mar. '03	29.8		2.8		2	4	80	Manchester and Lawrence	1,065,345			1,000,000	12,800	20,904	operated by	Concord R. R.		37,791	11,913			7		
21 Mar. '03	69.2		13.0		24	14	424	Merrimack and Conn. Rivers	698,258			695,588	568,000		62.7			366,846	153,718			4		
20 Apr. '03	24.7		2.2		6	2	50	Northern New Hampshire	3,068,400			3,068,400	230,700	59,114	3,348,214	82.0		860,846	153,718			4		
								Sullivan	1,480,730			600,000	750,000	277,210		24.7		81,121	13,183					
21 Dec. '04	64.2	11.0	8.1					NEW JERSEY.																
21 Dec. '04	63.9	82.3						Belvidere Delaware	3,356,285			997,112	2,193,000	282,584	3,442,697	75.2		501,886	146,101					
21 Dec. '04	60.2							Camden and Amboy	8,052,296		4,304,181	6,472,400	10,264,463			124.2		5,799,980	1,140,788			35		
21 Dec. '04	64.0	26	64.0		59	34	908	Camden and Atlantic	1,911,414			1,062,243	1,055,276	123,930	2,231,449	60.2		231,466	71,106					
21 Dec. '04	68.0				45.5	24	48	274	Central of New Jersey	9,308,924	1,078,588		6,300,000	2,000,000		9,764,509	90.0	948,218	2,537,184	1,305,630	20	122		
21 Dec. '04	38.5							Morris and Essex	4,057,275			55,000	3,041,950	1,164,500	31,200	4,538,916	63.0	270,000	80,764	171,756	7	59		
21 Dec. '04	21.8							New Jersey	8,799,809	492,000		4,397,800	635,000	145,000	5,960,456	33.8	610,427	1,563,607	777,626	10	140			
21 Dec. '04					2	6	17	Northern New Jersey	452,116			158,800	280,000	45,072	463,872	21.2	99,787	146,936	29,200					
21 Dec. '04	18.2							Raritan and Delaware Bay	2,566,481	*		2,566,481			4,440,026			229,476				65		
21 Dec. '04	38.5							Warren	2,008,300			1,406,300	600,000		2,608,300	18.2		290,022	130,510			4		
					47			West Jersey	1,461,219	*		688,400	700,000		1,288,400			207,952	91,544					
20 Sep. '04	36.0		2.0		104.0	5	10	83	NEW YORK.															
20 Sep. '04	48.9		2.1		8	8	140	Albany & Susquehanna	2,029,311	126,847		1,347,192	816,729	26,350	2,156,158	36.0	29,520	97,861	42,379					
20 Sep. '04	142.0		13.0		29	41		Atlantic and Great Western	2,651,285	889,059		919,153	1,777,500	155,417	3,039,343	48.9	166,207	455,441						

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.							Earnings.				Price of shares.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.			Gross.	Net.	Dividends.
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Mileage.			Passenger.					
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.			
PENNSYLVANIA.																							
31 Dec. '93	83.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039														
31 Oct. '94	85.0	2.0	7.0		21	13	438	Catawissa	3,634,000														
31 Oct. '94	82.0		9.7		12	18	82	Cumberland Valley	1,131,037														
31 Oct. '94	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490													
31 Oct. '94	86.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946													
31 Dec. '94	78.0		10.0		16	7		Elmira and Williamsport	2,027,652														
31 Oct. '94	18.5		6.0					Erle and Northeast	700,000														
31 Oct. '94	81.0		2.6		5	9	163	Erle and Pittsburgh	1,588,878	192,509													
31 Oct. '94	84.0	18.0	17.7					Harrisburg and Lancaster	1,882,550														
31 Oct. '94	82.0		13.3	44.0	3	3	12	Hempfield	1,616,468	41,341													
31 Oct. '94	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243														
31 Oct. '94	80.0		84.0		119	104	1,380	Lackawanna and Bloomsburg	1,380,403	465,406													
31 Oct. '94	70.0	17.5	63.0		51	4	2,718	Lehigh Valley	7,433,706	1,739,410													
31 Oct. '94	83.0	28.3	5.0		18	45	101	Little Schuylkill	1,371,868														
31 Oct. '94	130.5		63.3		31		51	Mine Hill and Schuylk. Haven	3,700,000														
31 Oct. '94	55.5	14.2	13.3		20	26	674	North Pennsylvania	5,650,418	517,375													
31 Dec. '94	200.8	56.1	31.0		290	173	4,926	Pennsylvania	27,639,576	3,386,815	5,604,810												
31 Oct. '94	17.0	8.0	82.0		18	45	101	Phila., Germant'n & Norrist'n	1,139,079	282,399													
31 Oct. '94	297.6		29.1					Phila. and (Sunbury) Erie	15,780,623														
30 Nov. '94	162.0	46.8	204.5		216	81	1,089	Philadelphia and Reading	18,998,276	5,736,480	784,788	207,323	727,879										
31 Oct. '94	28.2				41	100	964	Philadelphia and Trenton	960,404		245,695												
31 Oct. '94	95.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300														
31 Dec. '94	59.5		7.2	89.5	12	11	82	Philadelphia and Connelleville	2,277,456	163,004													
31 Dec. '94	468.3		108.5		187	99	2,020	Pittsburg, Ft. Wayne & Chicago	21,634,330														
31 Oct. '94	28.0		6.2		5			Shamokin Valley & Pottsville	1,178,712	112,824													
31 Oct. '94	28.4		3.3		7	16	28	Westchester & Philadelphia	1,313,526	102,983													
31 Oct. '94	28.6		3.5		6	4	392	Tioga	802,253	166,884													
RHODE ISLAND.																							
31 Aug. '94	50.0			2.0	16	16	103	N. Y., Providence and Boston	2,158,000														
SOUTH CAROLINA.																							
31 Dec. '93	54.9				47.4	4	2	21	Charleston and Savannah	801,615	84,372	250,000											
31 Dec. '93	109.6				13	9	176	Charlotte and South Carolina	1,719,045														
1 Jan. '99	153.2	21.3						Greenville and Columbia	2,459,769	324,161													
28 Feb. '99	102.0							North-Eastern	2,011,662														
31 Dec. '99	133.0	106.0			62	59	790	South Carolina															
TENNESSEE.																							
30 Sep. '90	47.6							Central Southern (Tenn.)	1,021,439	58,138													
1859.....	30.0				12	10	171	East Tennessee and Georgia	3,637,397														
1859.....	14.0				8.0	10	128	East Tennessee and Virginia	2,310,033	153,254													
1859.....	271.6	19.4	20.0		43	37	687	Memphis and Charleston	5,856,578	875,065	129,364												
1859.....	271.6	18.0	20.0	8.9	9	5	242	Memphis and Ohio	2,259,267	141,144													
1859.....	100.0		30.6	55.8				Memphis, Clarksv. & Louisv.	2,000,000	100,500													
1859.....	59.0				40.1	7	5	Mississippi and Tennessee	1,187,400														
1859.....	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908													
1859.....	34.2		7.0		12	2	81	McMinville and Manchester	533,807	56,516													
30 Nov. '90	149.7	44.0	7.9		39	17	819	Nashville and Chattanooga	3,632,882														
1859.....								Nashville and Chattanooga															
1859.....	45.8		4.2	11.7	5	5	82	Tennessee and Alabama	76,016	76,016													
1859.....	30.0		0.8	8.0				Winchester and Alabama															
TEXAS, (all aided by Col'd)																							
	58	32.0						Buffalo Bayou, Braz. & Col'd															
	58	56.0						Galveston, Houston & Henderson															
	58	60.0						Houston and Brazoria	1,250,000														
1 May '90	70.0		6.0	280.0	7	6	124	Houston and Texas Central	4,232,345														
	59	28.0						San Antonio & Mexican Gulf															
VERMONT.																							
31 May '95	110.3		6.6		9	8	280	Connect. & Passumpsic Rivers	2,580,277														
31 Aug. '93	119.6		10.0		20	25	558	Rutland and Burlington	3,991,705	556,275													
31 May '93	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,638													
31 May '93	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,055														
31 May '93	47.0	8.5	4.1	9.7				Vermont and Canada	1,687,500														
30 Jun. '93	23.7		0.9		4	6	39	Vermont Valley	1,212,274	89,612													
30 Jun. '93	59.0	8.5	3.6					Western Vermont	1,083,500														
VIRGINIA.																							
1 Aug. '99	41.3			122.1				Alex. Loudoun & Hampshire	1,492,194	42,000													
30 Sep. '99	77.9	8.9	3.8	105.9	9	5	221	Manassas Gap	2,942,548	210,680													
30 Sep. '99	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,878	122,156													
30 Sep. '99	103.5							Northwestern Virginia	5,322,150														
30 Sep. '99	88.3	68.4	10.0		16	16	175	Orange and Alexandria	2,063,655	2,617,500													
30 Sep. '99	123.3	10.1			19	13	279	Petersburg and Lynchburg	3,040,698	874,996													
30 Sep. '99	59.2	21.3			14	17	131	Petersburg and Roanoke	1,223,526														
30 Sep. '99	140.5	2.7	12.0		28	30	413	Richmond and Danville	3,726,087														
30 Sep. '99	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,985,679														
30 Sep. '99	22.2	2.8	5.1		10	7	138	Richmond and Petersburg	1,222,523														
30 Sep. '99	23.7		0.2	14.6				Richmond and York River	704,840	20,554													
31 Jan. '90	80.0				10	11	121	Seaboard and Roanoke	1,460,246														
30 Sep. '90	178.2		21.3	7.0	27	19	223	Virginia Central	4,952,753	541,197	33,948												
30 Jun. '90	204.7	9.4	10.6		39	27	49	Virginia and Tennessee	5,994,259	888,475	2,400												
WISCONSIN.																							
1 Dec. '99	55.0			20	121.0	8	2	40	Kenosha and Rockford	1,500,000	55,000												
31 Dec. '91	199.9		24.9	27.8				Milwaukee and Minnesota	7,400,000														
31 Dec. '94	191.9	42.5	28.3		41	29	690	Milw'kee and Prairie du Chien	7,726,275														
10 May '94	103.9		10.6		20	23	567	Racine and Mississippi	3,802,018														
CANADA.																							
31 Jan. '93	161.0				31	27	40	Buffalo and Lake Huron (4 y	11,938,000														
31 Dec. '92	42.0				16	17	214	Montreal and Champlain	2,487,539														
30 Jun. '93	1,095	187.0			78.0	204	180	Grand Trunk	2,410,345														
31 July '93	229.0	63.0			92	128	1,689	Great Western	28,953,750														
31 Dec. '94	94.5	1.6			18	20	337	Northern (O. S. & H.)	5,456,615														
NEW BRUNSWICK.																							
1 Oct. '92	108.0	0.9	12.1		14	18	271	European & North American	4,569,418														
1 July '91	60.0							New Brunswick and Canada	1,402,748														
NOVA SCOTIA.																							
Dec. '92	61.5	80.5			20	18	160	Nova Scotia	4,375,401														
NEW GRANADA.																							
1 Dec. '93	48.7				11	23	120	Pan ma.	8,000,000														

PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds Rate.	Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd).	2,494,900	6	6	---
Baltimore and Ohio (pref.)	5,000,000	7	7	---
Berkshire (guarantied)	600,000	7	7	---
Boston, Concord & Montreal (pref.)	1,340,400	6	---	70 1/2
Buffalo, N. Y. & Erie (guarantied)	560,000	7	---	---
Camden & Atlantic (preferred)	620,800	7	---	26 1/2
Catawissa (preferred)	1,150,000	7	---	47 1/2
Chemung (guarantied)	380,000	---	---	---
Cayuga & Susquehanna (guarant.)	343,500	---	---	---
Chesapeake (preferred)	2,017,925	7	---	47
Chicago & Alton (preferred)	2,425,900	7	---	105
Chicago & Northwestern (pref.)	2,400,000	7	---	66 1/2
Cochecho (preferred)	177,750	8	---	---
Ct. & Passumpsic Rivers (pref.)	1,614,200	10	---	73 1/2
Cumberland Valley (1st preferred)	241,900	8	---	---
" (2d preferred)	243,000	8	---	---
Detroit & Milwaukee (preferred)	1,500,000	---	---	---
Dubuque & Sioux City (preferred)	1,975,968	7	---	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	---
Elmira & Williamsport (preferred)	500,000	---	---	43
Erie (preferred)	8,535,700	7	---	84
Hannibal & St. Joseph (preferred)	5,253,866	7	---	87
Harrisburg & Lancaster (guar.)	1,182,100	7	---	---
Housatonic (preferred)	1,180,000	8	---	104
Indianapolis & Madison (pref.)	407,900	8	---	---
Kennebec & Portland (preferred)	372,000	6	---	---
Lackawanna & Bloomsburg (pref.)	500,000	---	---	---
Marietta & Cincinnati (1st pref.)	6,205,475	7	---	46
" (2d pref.)	3,819,772	7	---	25
Michigan S. & N. Indiana (guar.)	2,183,600	10	---	135
Mil. & Prairie du Chien (1st pref.)	2,775,500	8	---	103
" (2d pref.)	1,014,000	7	---	88
Milwaukee & St. Paul (preferred)	2,235,000	7	---	63
New Haven & Northampton (guar.)	1,010,000	---	---	4
New York & Harlem (preferred)	1,500,000	8	---	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	---	6
Paterson & Hudson (guarantied)	630,000	---	---	8
Paterson & Ramapo (guarantied)	345,000	---	---	64
Peoria & Bureau Valley (guar.)	1,200,000	---	---	6
Philadelphia & Reading (pref.)	1,551,800	7	---	7
Philadelphia & Trenton (guar.)	1,000,000	---	---	10
Pitts. Ft. Wayne & Chicago (pref.)	2,000,000	7	---	85
Pittsfield & North Adams (guar.)	450,000	6	---	100
Port. & Portsmouth (guar.)	1,500,000	6	---	6
Railroad & Burlington (preferred)	382,700	8	---	---
" (preferred)	608,176	6	---	---
St. L. Alton & Terre Haute (pref.)	1,700,000	6	---	71
Toledo & Wabash (preferred)	984,700	7	---	65
Toledo, Peoria & Warsaw (1st pref.)	1,621,784	7	---	---
" (2d pref.)	904,475	7	---	---
Troy & Greenbush (guarantied)	274,400	6	---	52 1/2
Vermont & Canada (guarantied)	1,600,000	8	---	---
Warren (guarantied)	1,403,300	7	---	---
White Mountains (guarantied)	200,000	5	---	---
Wrightsv. Y. & Gettysburg (guar.)	317,050	2	---	2

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:				
1st Mortgage	\$2,537,343	6 J. & J.	1886	50
Chesapeake & Ohio:				
Maryland Loan, dollar	2,000,000	6 Qtrly.	1870	---
" " sterling	4,375,000	5	1890	---
Preferred bonds	1,700,000	6	---	18
Delaware Division:				
1st Mortgage	800,000	6 J. & J.	1878	95
Delaware & Hudson:				
1st Mortgage	600,000	6 J. & D.	1865	110
2d Mortgage	600,000	6 M. & S.	1870	---
Delaware & Raritan:				
See Camden & Amb. R.R.				
Erie and Penn:				
1st Mortgage	752,000	7 J. & J.	1865	---
Interest Certificates	161,900	6 " "	1865	---
Lehigh Navigation:				
1st Mortgage	414,008	6 M. & S.	1870	94 1/2
Six per cent. Loan	2,432,274	6 A. & O.	1884	91
Monongahela Navigation:				
1st Mortgage	125,000	6 J. & J.	1863	---
2d Mortgage	57,000	6 " "	1865	---
Morris:				
1st Mortgage	455,500	6 A. & O.	1876	92
2d Mortgage	295,750	6 " "	---	90
North Branch:				
1st Mortgage	590,000	6 M. & N.	1876	40
Schuylkill Navigation:				
1st Mortgage	1,764,550	6 M. & S.	1872	85
2d Mortgage	3,980,670	6 J. & J.	1882	80
Improvement	568,500	6 M. & N.	1876	80
Susquehanna & Tide Water:				
Maryland Sterling Loan	816,000	6 J. & J.	1865	---
Md. stg. loan converted	200,376	6 " "	1865	---
Mortgage bonds	993,000	6 " "	1878	44
Preferred Interest bds.	227,599	6 " "	1878	27
Union, (Pa.)				
1st Mortgage	2,500,000	6 M. & N.	1883	22
West Branch & Susquehanna:				
1st Mortgage, s'ky fund	450,000	6 J. & J.	1878	92 1/2
Wyoming Valley:				
1st Mortgage	650,000	6 J. & J.	1878	86 1/2

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,563	5 1/2	53 1/2
Chesapeake and Ohio	100	8,226,595	---	---
Delaware Division	100	1,633,350	---	31 1/2
Delaware and Hudson	100	10,000,000	10	146
Delaware and Raritan	100	2,298,400	10	---
Erie of Pennsylvania	50	56,000	---	---
Illinois and Michigan	---	---	---	---
Lehigh Navigation	50	4,282,950	6	55 1/2
Monongahela Navigation	50	726,800	3	---
Morris, (consolidated)	100	1,025,000	5	82
" (preferred)	100	1,175,000	10	121
North Branch	100	---	---	---
Sault Ste Marie	100	---	---	---
Schuylkill Navigation (consolid.)	50	1,932,457	28	---
" (preferred)	50	2,722,607	34	---
Susquehanna and Tide Water	50	2,048,290	---	9 1/2
Union	50	---	---	---
Union (preferred)	50	2,750,000	---	2 1/2
West Branch and Susquehanna	100	1,000,000	6	25
Wyoming Valley	50	700,000	18	69

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 3/4 cents per lb.; Pig, 40 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1, (cash).....per ton 50 @ 53	
Pig, American, No. 1.....49 @ 50	
Bar, Refined, English.....97 50 @ 100	
Bar, Swedes, assorted sizes.....(in gold) @ 92 50	
STORE PRICES.	
Bar, Swedes, assorted sizes.....160 @ 170	
Bar, English & American, Refined.....125 @ 150	
Bar, English & American, common.....115 @ 120	
Scroll, English.....155 @ 200	
Ovals and Half round.....145 @ 155	
Band, English.....155 @ 155	
Horse Shoe.....150 @ 155	
Rods, English.....127 50 @ 190	
Hoop, English.....160 @ 225	
Nail Rod.....per lb. 10 @ 11	
Sheet, Russia.....per lb. @ 10	
Sheet, English, Single, Double and Treble.....74 @ 10 1/2	
Sheet, Am. Single Double and Treble.....@ 10	
Rails, English.....(gold) per ton.....56 @ 57	
Rails, American.....per ton.....@ 90	
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad. val.	
English, Cast.....(1st & 2d q'ty).....per lb. 19 @ 24	
English Spring.....(1st & 2d q'ty).....12 @ 14	
English Blister.....(1st & 2d q'ty).....13 @ 20	
English Machinery.....14 @ 15	
German.....15 @ 17	
American, Blister.....12 @ 14	
American, Cast, Hammered.....20 @ 22	
American, Cast, Rolled.....13 @ 15	
American Spring.....11 @ 13	
American Machinery.....13 @ 14	
Milan (in bond).....@ 10	
COPPER—Duty: Pig, Bar and Ingot, 2 1/2; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 1/2 cents per lb.	
Sheathing, New.....(suits).....per lb. @ 50	
Sheathing, Yellow.....31 @ 31 1/2	
Pig, Chile.....@ 50	
Bolts.....@ 10	
Braziers.....32 1/2 @ 33 1/2	
American Ingot.....(cash).....32 1/2 @ 33 1/2	
LEAD—Duty: Pig, 2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena.....per 100 lb. @ 10	
Spanish.....@ 10 1/2	
German Refined.....@ 10 1/2	
English.....@ 10 1/2	
Bar.....per lb. @ 12	
Pipe and Sheet.....@ 16	
TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2 1/2 cents per lb.	
Banco.....per lb. 27 1/2 @ 28	
Straita.....28 1/2 @ 29 1/2	
English.....24 @ 24 1/2	
Plates, Charcoal I. C.....per box 15 @ 15 50	
Plates, I. C. Coke.....12 @ 13 50	
Terne, Coke.....10 50 @ 11 25	
Terne, Charcoal.....14 50 @ 15 50	
NAILS—Duty: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (cash.)	
Cut, 4d. @ 6d.....(cash).....per 100 lb. 8 @ 10	
Clinch.....(cash).....@ 10	
Copper.....@ 55	
Annable Horse, Norway Iron, Forged.....@ 35	
Zinc Nails.....(6 mos.).....@ 20	
PETROLEUM—Duty: Crude, 20 cents; Refined, 40 cents per gallon.	
Crude, 40 @ 47 gravity.....35 1/2 @ 38	
Ref'd, free, L.S. to pr. Wh. (110 @ 120 test).....75 @ 79	
Ref'd, in bd. L.S. to pr. Wh. (110 @ 120 test).....@ 75	
Naptha, Refined (60 @ 63 gravity).....52 @ 54	

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 1.

Th 28 F. 27 Sat 28 M. 30 Tu 31 W. 1

Atlantic M. S. S. Co.	148	154	154	153 1/2
At. & Gt. W. (O) 1st m't. 96			97	
Buffalo, N. Y. & E. 1M.				95 1/2
California 7s	115	115 1/2		
Canton Co.	40 1/2	41 1/2	42 1/2	44 1/2
Central Am. Transit.				
Chicago & Alton			105	106
" " pref.			105	
" " 1 M.			96	
" " S. F.	97			
" " Inc. b'ds.				
Chicago, Burl. & Q.	138		138 1/2	138
" " 8 p.c.				
Chic. & Northwest'n.	30 1/2	30 1/2	31 1/2	34 1/2
" " pref.	63 1/2	66	68 1/2	68 1/2
" " 1st M.				81 1/2
" " 2d M.				82
" " S. F.				
" " A. B.				
" " I. R.				
Chicago & Rock Isl.	107 1/2	108	107 1/2	109 1/2
" " 1st M. '70.				
Clev., Col. and Cin.	127			
Clev. and Pittsburg.	81 1/2	82 1/2	84	82 1/2
" " 2 M.				83
" " 3 M.				
" " 4 M.				75
Clev. and Toledo	102 1/2	103	105	105 1/2
" " S. F. 7 p.c.				
Cumberland Coal, pref. 43	43	42 1/2	43 1/2	43 1/2
Del. & Hudson Canal.	144			146
Del., Lack. & West.				
" " 1M. S.p.c.'71-5.				100
" " 2M. S.p.c.'81				
Erie	91 1/2	93 1/2	92 1/2	92 1/2
" " pref.	82 1/2	83 1/2	84	84
" " 1 M. 7 p.c. '67				
" " 2 M. 7 p.c. '79				
" " 3 M. 7 p.c. '83				
" " 4 M. 7 p.c. '80	94		94	94
" " 5 M. 7 p.c. '88				
Galena and Chicago				
" " 1M. 7 p.c. '82				
Hann. & St. Joseph.				
" " pref.				
" " bonds.				
Hudson River	106 1/2	106 1/2	107	108 1/2
" " scrip.				85
" " 1M. 7 p.c. '69-102 1/2				
" " 2M. S. F.		102 1/2		
" " 3M. 7 p.c. '76				
" " conv. bonds				
Illinois Central	136 1/2	137	138 1/2	138
" " Can. b'ds.				
" " bonds.				
Marietta & Cin. 1st pref.				
" " 2d				
" " 1st mort.				
Mariposa Mining Co.	11	11 1/2	11 1/2	10 1/2
Michigan Central.	112	112 1/2	113	113 1/2
" " S.F. S.p.c.'82				
" " conv. S.p.c.'69				
M. S. and N. I.	72 1/2	73 1/2	74 1/2	74 1/2
" " guar'd.				
" " 1M. S.F.				
" " 2 M.				
Mil. and P. du Chien	61 1/2	63 1/2	65	69 1/2
" " 1st pref.				73
" " 2d pref.			88	
" " 1st M.				
Minnesota Mining Co.				
Miss. & Mo.				
" " L.G. bonds.	48			
Missouri 6s	76 1/2	77	77 1/2	77 1/2
" " 1st to H. & St. J. R.				
" " Pacific			78	78 1/2
New York Cen. Transit.	97 1/2	97 1/2	97 1/2	100 1/2
" " Real Estate.				100 1/2
" " 7s. S. F. '76		102		
" " 7s. conv. '76				
" " 6s. S. F. '83.	93 1/2			
" " 6s. S. F. '87.				
N. York & Harlem				
" " "pref."				
" " 1M. 7 p.c. '73				
" " 2M. 7 p.c. '64				95
" " 3M. 7 p.c. '81				
North Carolina 6s.	74	84	84	
Ohio & Cin. cer.	27 1/2	28	27 1/2	29 1/2
" " pref.				29 1/2
Pacific Mail S.S. Co.				235
Panama				
Penn'a Coal Co.				171
Phila. and Reading.	114 1/2	115 1/2	115 1/2	116 1/2
Pitts. Ft. W. & Chicago.	98	98 1/2	100 1/2	106 1/2
" " 1M.			102	
" " 2M.				95 1/2
" " 3M.				
Quicksilver Mining Co.	43 1/2	49	48 1/2	49
St. L., Alton & T. H.	87		88	
" " pref.	85	67	70	71 1/2
" " 1M.				
" " 2M.			75	75
" " Inc. b'ds.				
Tennessee 6s. 1890	87 1/2	88	87 1/2	88
Toledo & Wabash				
" " Prof.				
" " 1M. ex.				
" " 2M.				
" " Int. b'ds.				
Virginia 6s.		71		71 1/2

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 1.

Th.26 F.27.Sat.28. M.30. Tu.31. W.1

FEDERAL STOCKS:					
U. S. 5s, 1871, reg.	107	107	107	107	107
U. S. 5s, 1871, coup.	107	107	107	107	107
U. S. 5s, 1874, reg.	107	107	107	107	107
U. S. 5s, 1874, coup.	107	107	107	107	107
U. S. 5s, 1886, coup.	107	107	107	107	107
U. S. 5s, 10-40s, coup.	107	107	107	107	107
U. S. 5s, 10-40s, reg.	107	107	107	107	107
U. S. 5s, 1881, reg.	107	107	107	107	107
U. S. 5s, 1881, coup.	107	107	107	107	107
U. S. 5s, '81, O.W.Ly.	107	107	107	107	107
U. S. 5s, 1881, "ty.	107	107	107	107	107
U. S. 5s, 1887, reg.	107	107	107	107	107
U. S. 5s, 1888, reg.	107	107	107	107	107
U. S. 5s, 1888, coup.	107	107	107	107	107
U. S. 5s, 1 year certifi.	98	98	98	97	97
U. S. 5s, 5-20s, coupon	103	103	103	102	103
U. S. 5s, 5-20s, new	101	101	101	101	101
U. S. 5s, "reg.	101	101	101	101	101
7.30 Notes, 1st series	98	98	97	97	98
" " 2d series	97	97	97	97	97
" " 3d series	97	97	97	97	97
American Gold	145	145	145	145	145

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 31.

W.25. Th.26 F.27. Sat.28. M.30. Tu.31.

Cattawissa	22	24	23	23	22	26
" " preferred	37	39	38	38	40	42
Camden & Amboy	128	128	128	128	128	128
" " 6s, '67	90	90	90	90	90	90
" " 6s, '70	90	90	90	90	90	90
" " 6s, '75	90	90	90	90	90	90
" " 6s, '83	90	90	90	90	90	90
" " 6s, '89	90	90	90	90	90	90
" " mort. 6s, '89	90	90	90	90	90	90
Cheas. & Del. Canal 6s '86	90	90	90	90	90	90
Del. Div. Canal	31	31	31	31	31	31
Elmira & W'msport	90	90	90	90	90	90
" " pref.	90	90	90	90	90	90
" " 7s	90	90	90	90	90	90
Lehigh Navigation	55	55	55	55	55	55
" " 6s, '70	91	91	91	91	91	91
" " 6s, '84	91	91	91	91	91	91
Lehigh Valley R. R.	28	28	28	28	28	28
" " 7s	28	28	28	28	28	28
Little Schuylkill R. R.	28	28	28	28	28	28
Long Island	56	56	56	56	56	56
Minehill	56	56	56	56	56	56
Morris Canal	121	121	121	121	121	121
" " pref.	121	121	121	121	121	121
" " 6s, '76	85	85	85	85	85	85
North Pennsylvania	29	29	29	29	29	29
" " 6s	85	85	85	85	85	85
" " 10s	85	85	85	85	85	85
Northern Central	60	60	59	59	59	60
Pennsylvania R. R.	60	60	59	59	59	60
" " 1st m.	99	100	100	100	100	100
" " 2d m.	99	100	100	100	100	100
Penn. State, 6s	90	90	90	90	90	90
" " 6s, coupon	90	90	90	90	90	90
" " 6s, W. L.	90	90	90	90	90	90
Philadelphia City, 6s	87	87	87	87	87	87
" " new, 90	90	90	90	90	90	90
Philad. Germ. & Nor.	51	52	52	52	52	52
Phila. & Reading	57	57	57	57	57	57
" " 6s, '86	91	91	91	91	91	91
" " 6s, '70	91	91	91	91	91	91
Philadelphia & Erie	29	28	28	27	27	27
" " 6s	90	90	90	90	90	90
Philad. & Sunbury, 7s	28	28	28	28	28	28
Schuylkill Navigation	28	28	28	28	28	28
" " pref.	28	28	28	28	28	28
" " 6s, '82	80	80	80	80	80	80
" " 6s, '76	80	80	80	80	80	80
" " 6s, '72	80	80	80	80	80	80
Susq. Canal	9	9	9	9	9	9
" " 6s, '78	9	9	9	9	9	9
Union Canal, pref.	9	9	9	9	9	9
" " 6s, '83	9	9	9	9	9	9
West Br. Canal 6s '78	9	9	9	9	9	9
Wyoming Valley Canal	9	9	9	9	9	9
" " bonds	9	9	9	9	9	9
Arch street, (Horse)	9	9	9	9	9	9
Chestnut & Wal.	53	53	53	53	53	53
Green & Coates, "	53	53	53	53	53	53
Race and Vine, "	53	53	53	53	53	53
2d and 3d streets, "	84	84	84	84	84	84
Spruce & Pine, "	84	84	84	84	84	84

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 31.

W.25. Th.26 F.27. Sat.28. M.30. Tu.31.

Baltimore City 6s, 1875	100	100	100	100	100	100
" " 1880	100	100	100	100	100	100
" " 1870	98	98	98	98	98	98
" " 1890-100	100	100	100	100	100	100
Balt. and Ohio	113	113	113	113	113	113
" " b'ds, '62	113	113	113	113	113	113
" " " '67	113	113	113	113	113	113
" " " '75	113	113	113	113	113	113
" " " '80	113	113	113	113	113	113
" " " '85	113	113	113	113	113	113
Northern Central	100	100	100	100	100	100
" " b'ds, '85	83	83	83	83	83	83
" " " '90	83	83	83	83	83	83
City Passenger R. R.	21	21	21	21	21	21

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 1.

Th.26 F.27. Sat.28. M.30. Tu.31. W.1

Boston and Lowell	94	94	94	94	94	94
Boston and Maine	117	117	117	117	117	117
Boston and Providence	124	124	124	124	124	124
Boston and Worcester	123	123	123	123	123	123
Cheshire, pref.	47	47	47	47	47	47
Concord	59	59	59	59	59	59
Connecticut River	97	97	97	97	97	97
Eastern, Mass.	97	97	97	97	97	97
Eastern, N. H.	101	101	101	101	101	101
Fitchburg	101	101	101	101	101	101
Manchester & Lowell	113	113	113	113	113	113
Michigan Central	113	113	113	113	113	113
Northern, N. H.	104	104	104	104	104	104
Old Colony and Fall R.	60	60	60	60	60	60
Ph. W. & Baltimore	60	60	60	60	60	60
Port'd, Saco & Ports	95	95	95	95	95	95
Vermont & Canada	95	95	95	95	95	95
Vermont & Mass.	41	41	41	41	41	41
Western	135	135	135	135	135	135
Broadway (Horse)	46	46	46	46	46	46
Cambridge	46	46	46	46	46	46
Metropolitan	46	46	46	46	46	46
Middlesex	50	50	50	50	50	50
Central Mining Co.	22	22	22	22	22	22
Copper Falls	22	22	22	22	22	22
Franklin	34	34	34	34	34	34
Huron	9	9	9	9	9	9
Isle Royale	9	9	9	9	9	9
National	3	3	3	3	3	3
Minnesota	3	3	3	3	3	3
Pewabic	56	56	56	56	56	56
Pittsburg	50	50	50	50	50	50
Quincy	51	51	51	51	51	51
Rockland	3	3	3	3	3	3

London Stock Exchange.

The following were the closing prices for American Securities on the 17th of October:

Maryland 6s	—	—	—	—	—	—
United States 6s, 1881	—	—	—	—	—	—
Do. 6s, 1874	—	—	—	—	—	—
Do. 6s, 5-20s, 1882	64	64	64	64	64	64
Virginia State 6s	48	48	48	48	48	48
Do. 6 per cent.	44	44	44	44	44	44
Atlantic and Great Western	78	78	78	78	78	78
N. Y. sec., 1st mort., 1880, 7 per cent.	78	78	78	78	78	78
Do. 2d mort., 1881	78	78	78	78	78	78
Pennsylvania, 1st mort., 1877	78	78	78	78	78	78
Do. 2d mort., 1882	78	78	78	78	78	78
Erie shares, \$100 (all paid)	57	57	57	57	57	57
Do. 7s, preference	—	—	—	—	—	—
Do. 7s, 1st mort., 1867	—	—	—	—	—	—
Do. 7s, 2d mort., 1879	—	—	—	—	—	—
Do. 7s, 3d mort., 1883	—	—	—	—	—	—
Do. 7s, 4th mort.	—	—	—	—	—	—
Do. 7s, 5th mort.	—	—	—	—	—	—
Illinois Central 6s, 1875	60	60	60	60	60	60
Illinois Central 7s, 1875	70	70	70	70	70	70
Do. do. \$100 shares, all paid	83	83	83	83	83	83
Marquette and Cincinnati Railroad Bonds	71	71	71	71	71	71
Michigan Central 6s, Convertible, 1869	—	—	—	—	—	—
Do. do. S. F. 1st mort., do. '82, x. c.	—	—	—	—	—	—
Michigan S. and N. Indiana 7s, S. F., 1885	—	—	—	—	—	—
Do. do. do. \$100 shares	—	—	—	—	—	—
New York Central 6s, S. F., 1883	—	—	—	—	—	—
Do. do. 7s, 1864	—	—	—	—	—	—
Do. do. 7s, S. F., 1876	—	—	—	—	—	—
Do. do. 7s, Convertible, 1876	—	—	—	—	—	—
Do. do. \$100 shares	—	—	—	—	—	—
Panama, 1st mortgage 7s, 1865	—	—	—	—	—	—
Do. 2d mortgage 7s, 1872	101	101	101	101	101	101
Pennsylvania, 1st mort., 6s, Convertible	—	—	—	—	—	—
Do. 2d mort., 6s, do.	84	84	84	84	84	84
Do. \$50 shares	37	37	37	37	37	37

American Railroad Journal.

Saturday, November 4, 1865.

Stock Exchange and Money Market.

The National bank system is making its way in the Southern States.

In Virginia there are 16 banking institutions with capital as follows	\$1,622,000
Tennessee 7	1,000,000
North Carolina 2	100,000
Georgia 3	300,000
Alabama 3	402,000
Mississippi 1	50,000
Louisiana 2	800,000
Texas 1	100,000
Kentucky 2, recently added	280,000

We are pleased to observe this as an indication of returning confidence and prosperity. It is proper in this connection to remark, the common impression that the State Bank issues are rapidly increasing upon us is erroneous, for the fact is, that on the 1st of October the total bank note circula-

tion was by several millions less than on the 1st of Jan. 1863, for the reason that the old State Bank issues have been generally withdrawn to give place to the new, and this is limited by law. On a former occasion we showed that the old circulation was habitually excessive in proportion to the actual means of resumption, particularly in some neighboring States. This is therefore rectified under the restrictions of the national system. The truth is, that the circulation of the new banks is now in the whole but 50 cents on the dollar of the secured issue, a much better state of things in this respect than has ever existed before in this Country.

Our late English exchanges are rejoicing at the great increase in the American trade. The following table shows the fact, with this additional circumstance however, that the value of the articles exported is 50 per cent. greater than in former years, say 1861 and previously:

EXPORTS FROM LIVERPOOL TO NEW YORK IN PACKAGES OF BRITISH MANUFACTURES.

	1861.	1862.	1863.	1864.	1865.
January	13,600	13,330	11,700	15,505	5,945
February	4,791	11,361	11,696	14,806	9,014
March	9,010	8,196	11,280	11,340	5,955
April	1,910	5,613	9,266	8,613	6,192
May	2,238	5,967	5,458	10,367	6,174
June	1,114	6,864	5,281	12,182	9,421
July	2,386	13,000	10,458	9,188	13,975
August	3,758	11,582	8,725	5,218	16,669
Sept.	4,040	10,237	11,429	4,213	17,659

changing the present systems of customs and excise in that country, the ground being taken, that they are diminishing consumption and trade. It has been fully ascertained that the reduction in the number of dutiable articles has resulted in an increase of the revenue, a statement which almost seems a paradox, but it is nevertheless true. Nearly the whole revenue the last year was derived from six articles; malt spirits, sugar, tea, tobacco and wine, we say nearly, meaning within about twenty millions of dollars while the receipts were in the aggregate, greater by thirty millions than in the time of Sir Robert Peel, when he began his change of policy, and the number of articles subject to duty was 1,400. Another curious circumstance in which the American shippers are much interested, is the injurious delay at the British Custom Houses, which it is now attempted to remove. These difficulties are indeed worthy of being considered in our future commercial treaties with that Government. A cargo of tobacco can only be stored in certain specified warehouses. If they are full the vessel must wait, or find other places approved by the Board of Customs, and thus it may be detained under heavy charges for weeks. But even when the cargo is landed, the owner must wait his turn for weighing, sampling and other official manipulations, and until these are finished, he cannot offer a hogshead or box for sale, and this delay may last from one to three months. Then again no allowance is made for damaged tobacco, though it should be as much as 50 or 75 per cent. The Custom House demands the duty on the whole or none. It cannot be landed to be rid of its moisture by drying, and so it is often sold at merely nominal prices, shipped at once to Bremen, which is a free port, there landed direct, repacked and shipped to a British port, and then actually sold at a handsome profit. The entries of goods are also very tedious and formal, the short working hours of the proper officers occasioning further delay. Corn cannot be bonded, the duty must be paid at once; coffee must submit to the delay of weighing each box or cask, which must be emptied and weighed by itself; the duties on gold and silver plate are very heavy, and so on many articles of far less intrinsic value.

On a barrel of apples there are five separate items of charges at Liverpool, amounting to the original value of the article here, and we have seen an account on an ordinary package sent to Liverpool of the following character; customs bond and entry, duty and entry, cocket and entry, dock dues, warehousing, charges, portage, dock rent, weighing, opening for customs, examination and carriage, bills of lading, freight, insurance, policy, agency and commission. And this is what is called free trade. We are happy to say that no such ingenuity of charges is encountered by any foreign shipper to any American port, nor any such delay as we have mentioned.

The Bank of England, notwithstanding the large amount of coin it is constantly receiving from this country has found itself compelled to put up the rate of interest to 7 per cent., and more than this, that it was itself compelled to become a borrower, and to have according to the *London Daily News*, to raise a "considerable sum in the Stock Exchange or Government securities." We notice a curious speculation somewhat con-

nected with this subject, which may really account for the anxiety the late movement of the bank created in the British Money Market. Traver's well-known and very authoritative Circular received by the last steamer, makes the following curious suggestion, that if the British shippers continue to send out goods to the United States and take bonds in return, they "will soon have a heavy drain of specie from this (that) country to pay for the raw material of which those goods are composed, as well as for the imported articles of food consumed by the operatives, whose highly paid labor has been expended upon them."

This certainly is an unexpected view of the subject, and one well worthy of consideration by our financiers and by no means impossible. Such an event would most materially assist us in the resumption of specie payments.

There has been quite a buoyancy in our own particular market. The principal railway shares have increased in favor, some of them showing considerable improvement. In the beginning of the week, the market was strong, and we perceive no good reason why it should not continue so, especially in regard to the Western companies, which are less under particular and individual control in Wall street. United States 5-20s have drooped a little in London, being sold until a recent date at 64 $\frac{1}{2}$ ex-coupons, equal to 67, but they fluctuate very little here, being as steady, if not steadier than consols in London. State bonds are firmly held, but at prices which ensure a good profit at no distant day. The Southern States when uninfluenced by repudiators always were tenacious of their credit and punctual to their engagements. Their staple was always cash and a sure reliance. The exports of cotton continue on a large scale, about 1,000 bales a day is the rate for the last few days at this port, in all about $\frac{3}{4}$ of a million of dollars.

We took occasion last week to remark on the great falling off in our exports of cereals which we attribute not so much to the want of a foreign demand, as to the enormously inflated price they bear in our paper currency market. This statement as to quantity is verified by the latest Liverpool Price Current issued to their correspondents by Bigland, Athya & Co. From this we learn that for the first half of the month of October, there were received at Liverpool from the United States, 545 bbls. of flour, and 2,867 qrs. of wheat. Last year during the same period the shipment of these same articles was 4,042 bbls. and 22,241 qrs.—a difference of about 800 per cent. in one case, and 1,000 per cent. in the other.

The news by the Damascus shows a growing improvement in American securities, and an increase of £54,000 in the bullion of the bank, which very small addition to its resources has had a wonderful influence on the good temper of the public. The sum to American financiers appears quite inconsiderable as a basis for the large operations likely to be renewed under its influence. The amount would not be considered very imposing in any respectable bank parlor in Wall street.

Gold remains at about the same figure as usual. It has risen and fallen a trifle during the week. The death of Lord Palmerston, could not be used except to a very trifling extent by the operators. His probable successor is Earl Granville, who it

will be remembered, succeeded Lord Palmerston for a short time in the Foreign Office in 1851.

The brokers of the Stock Exchange in this city for greater convenience, have determined to refuse all checks not drawn on institutions which are not members of the clearing house, and these are 58 in number.

The Custom House receipts in this city have amounted within a single week up to Nov. 1, to the sum of \$7,679,964. This seems to justify the expectation in some well informed quarters that the total revenue for the fiscal year ending June, 1866, will be 500 millions. The balance in the Sub-Treasury on Tuesday was \$57,200,121.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—State 7s Bounty Loan, 98 $\frac{3}{4}$; do., 7s, 1870, 101 $\frac{1}{2}$; Illinois Canal bonds, 1860, 98; Onio 6s, 1881, 98 $\frac{1}{2}$; Brooklyn 6s, Water Loan, 96 $\frac{1}{2}$; Chicago and Milwaukee R. R., 59; Central R. R. of New Jersey, 120; Morris and Essex R.R., 101; McGregor Western R. R., 22; Milwaukee and St. Paul 1st mort., 85; Pacific Mail scrip, 240; Mariposa int. scrip, 90@95; Central Am. Transit, 34; Brunswick Land, 12; Copake Iron, 1 $\frac{1}{4}$; Central Coal, 56; Spring Mt. Coal, 58; Wyoming Valley Coal, 42; Western Union Tel., 69; Corn Exchange Bank, 108; Bank of Commerce, 106; St. Nicholas Bank, 98; Central Bank, 108.

Philadelphia.—Alleghany County coupon 5s, 72 $\frac{3}{4}$; Pittsburg 5s, 70; Richmond 6s, 87 $\frac{1}{2}$; Philadelphia and Trenton R. R., 120; Union Passenger R. R., 20; 18th and 15th streets, 28; Hestonville R. R., 26 $\frac{1}{2}$; Girard College R. R., 26 $\frac{1}{2}$; West Philadelphia, R. R., 69; Fulton Coal, 7 $\frac{7}{8}$; N. Y. and Middle Coal Fields, 7 $\frac{3}{4}$; Green Mt., 3 $\frac{1}{4}$; Clinton Coal, $\frac{3}{4}$; Big Mt., 5 $\frac{1}{4}$; Swatara, 23 $\frac{3}{8}$; New Creek, 1 $\frac{1}{4}$; Mechanics Bank, 29 $\frac{1}{2}$; Girard Bank, 55; Consolidation Bank, 39; Farmers and Mechanics Bank, 124 $\frac{1}{2}$; Philadelphia Bank, 139; Curtin Oil, 2 $\frac{1}{4}$; Corn Planter, $\frac{1}{2}$; Crescent, $\frac{3}{8}$; Caldwell, $\frac{7}{8}$; Dalzell, 1 $\frac{5}{8}$; Duncard, $\frac{3}{4}$; Era, 2; Eldorado, $\frac{3}{8}$; Feeder Dam, 1 $\frac{1}{8}$; Hyde Farm, 1; Horse Neck, $\frac{3}{8}$; Jersey Well, 1 $\frac{1}{4}$; Mingo, 2 $\frac{1}{4}$; Maple Shade, 6; McKean, 8; Mt. Farm, 1; Olmstead, $\frac{1}{2}$; Oil Creek, Sugar Creek, 4 $\frac{1}{2}$; St. Nicholas, $\frac{7}{8}$; Sugar Valley, 1 $\frac{1}{2}$; Story Farm, $\frac{3}{8}$; Union Petroleum, $\frac{1}{4}$. The latest quotations are: City 6s, 87@87 $\frac{1}{2}$; do., new, 90@90 $\frac{1}{4}$; State 5s, 90@90 $\frac{1}{4}$; do., coupon, 90 $\frac{1}{2}$ @91; do., 6s, W. L., 99@99 $\frac{1}{4}$; Phila., Wil. and Balt., 60 $\frac{7}{8}$; Reading, 57 $\frac{3}{4}$ @57 $\frac{7}{8}$; do., 6s, 1870, 91@95; do., bonds, 91@91; do., con., 115@118; Camden and Amboy, 125@125 $\frac{1}{2}$; Penn. R. R., 57 $\frac{1}{2}$ @57 $\frac{3}{8}$; do., 1st mort., 100@100 $\frac{1}{2}$; do., 2d mort., 94@95; Little Schuylkill R. R., 28@29; Morris Canal, 80@82 $\frac{1}{2}$; do., pref., 121@122; do., bonds, 90@93; Wyoming Valley Canal, 66@66; do., 6s, 89@89; Susquehanna Canal, 9@10; do., 6s, 40@45; Sch. Nav., 28 $\frac{1}{4}$ @28 $\frac{1}{2}$; do., pref., 34 $\frac{3}{4}$ @35; do., 6s, 1882, 80@81; Union Canal bonds, 20@22; Delaware Div. Canal, 31 $\frac{1}{4}$ @31 $\frac{1}{2}$; do., bonds, 90@91; Elmira and Williamsport, 28@30; do., pref., 40@43; do., 7s, 1873, 90@98; Lehigh Coal and Navigation, 55@56; do., bonds, 1884, 90@91 $\frac{1}{2}$; North Pennsylvania, 82@82 $\frac{1}{2}$; do., 6s, 85@85 $\frac{1}{2}$; Philadelphia and Erie, 28 $\frac{3}{4}$ @29; do., 6s, 89@90; Minehill, 56@56 $\frac{1}{2}$; Catawissa, 81@81 $\frac{1}{4}$; do., pref., 47 $\frac{3}{8}$ @47 $\frac{3}{4}$; Lehigh Valley, 64@65; do., bonds, 98@94; Fifth and

Sixth streets, (horse,) 42@42½; Second and Third, 82½@83½; Race and Vine, 18@15; West Philadelphia, 68½@70; Spruce and Pine, 23¼@30; Green and Coates, 33@35; Chestnut and Walnut, 53@54; Arch, 20@22; Thirteenth and Fifteenth, 28¼@29; Girard College, 26@26½; Tenth and Eleventh, 52@53; Norristown, 52@53; Union, 20@22; Hestonville, 26@27½.

Boston.—Rutland and Burlington 1st mort., 70; do., 2d mort., 26; Vermont and Mass. 6s, 91½; N. Y. and Boston Air Line 6s, 1877, 30; Northern (Ogdensburg) 1st mort., 90; do., 2d mort., 36; Vermont Central 1st mort., 80; Chicago, Burlington and Quincy 8s, 1883, 112; Michigan Central 8s, 1882, 110; do., 1869, 109; Boston, Concord and Montreal 7s, 1870, 97¾; Conn. and Pass. Riv. pref., 72½; South Shore R. R., 6; Ogdensburg and Lake Champlain, R. R., 37½; Granite Railway, 57; Vermont 6s, 1874, 95; Maine 6s, 1883, 95½; Bangor 6s, 1874, 89¾; Chicago 7s, 1881, 93¾; Boston 5s, 1875@1884, gold, 95; do., 6s, 1874, currency, 100; Boston Water Power Co., 28½; Union S. S. Co., 100¼; Waverly Co., 3½; Boston and Roxbury Mill, 47½; Macomb Lead, 75c; Cambridge Gas, 98; Boston Gas, 750; Market Bank, 103; Hide and Leather Bank, 125; State Bank, 103¾; Bank of Commerce, 110¼; 3d National Bank, 98½; North Bank, 100; Exchange Bank, 127; Bank of Republic, 112; Webster Bank, 104½; Merchants Bank, 110; Tremont Bank, 111½; Washington Bank, 115½; Eliot Bank, 102; Columbian Bank, 107; Continental Bank, 101½; Howard Bank, 99¾; Shawmut Bank, 100; Bay State Mining Co., 10½; Brandon, 50½; Eagle River, 2; Humbolt, 3½; Hancock, 14½; Manhattan, 1½; Native, 50c; Petherick, 2½; Pontiac, 1; South Side, 1½; Star, 2; St. Clair, 2½; Superior, 2¾; Winthrop, 1¼.

Baltimore.—Marietta and Cincinnati bonds, 85; Maryland 6s, 1870, 100¼; do., inscribed, 100; Maryland Mining Co., 40; Bare Hill, 2.55; Gardner Hill, 0.65; Deep River, 0.10; Maryland Anthracite, 0.19; Atlantic Coal, 1.30; Baltimore Chrome, 1.60; Lake Chrome, 0.15; Penn. Oil, 0.55; Banker's and Broker's Telegraph, 10½; Franklin Bank, 12; Marine Bank, 31; Union Bank, 74. The latest quotations are: Balt. and Ohio, 112¼@113; do., 6s, 1867, 93@98; do., 1875, 99@102; do., 1880, 101@101½; do., 1885, 98@100; Northern Central, 43@44½; do., bonds, 1885, 85½@86¾; N. W. Va. 1st mort., 98@100; do., 2d mort., 96@98; do., 3d mort., 20@30; do., guar., 96@98; Marietta and Cincinnati 7s, 1891, 85@86; Central Ohio 1st mort., 80@85; do., 8d mort., 85; do., 4th mort., 50@59; do., income 1857-60, 34½@37¾; Western Md. bonds, 77@80; do., guar., 100@100; Maryland 6s, coupon, 1870, 100@100¼; do., Ins., 100@100; do., 1890, 99@100¼; Baltimore 6s, 1870, 98@98; do., 1873, 99¼@100; do., 1875, 98½@99; do., 1886, 100¼@100½; do., 1890, 100@100¼; do., coupon, 100@100¼; do., 5s, 1888-70, 83@85; City Passenger R. R., 21@22; Canton Co., 42@44; Gardner, 0.50@0.50; Gas Coal, 1.00@1.50; Maryland, 0.40@0.45; North State, 0.10@0.10; Springfield, 1.25@1.40; George's Creek, 115@115; Santa Clara, 12@15; Balt. Chrome, 1.50@1.55; Bare Hill, 2.55@2.60; Atlantic Coal, 1.10@1.25; Mineral Hill, 1.10@1.15; Baltimore Coal, 100@200; Laurel Cannel Coal and Oil Co., 4.00@4.00.

McGregor Western R. W.

The shares of the McGregor Western road are now dealt in at the Stock Exchange. The line runs west from Prairie du Chien, and is under a favorable permanent (or thirteen years) traffic arrangement with the Milwaukee and Prairie du Chien Company, into whose second preference shares the mortgages are prospectively convertible at par, and with whose common shares the McGregor stock is prospectively convertible at the rate of two for one, provided that within three years after their own bonds are extinguished (in 1866) the Milwaukee and Prairie du Chien Company elect to purchase the McGregor road out and out. The new road is being built at a cost of \$18,000 mortgages and \$22,000 stock per mile. Fifty-one miles are now in operation and 69 miles in progress.

Phila. & Baltimore Central R. R.

This road is not yet finished to the Susquehanna river. The cars have been running for several years to Oxford, in Chester county, Pa., and the graduation is completed and the track is now being laid to Rising Sun, in Cecil county, Md., a distance of eight miles; but it is not expected to reach that station until about the end of November. Between Rising Sun and Susquehanna river but a very small amount of work has been done, and on three-fourths of the distance the ground has not been broken, and this part of the line contains some very heavy work, including the descent into river valley. The distance from Rising Sun to the river is about seven miles.

An election will be held at the office of the Toledo, Peoria and Warsaw railway company, in Peoria, Ills., on the 1st of December next, to vote for approval of the consolidation of this Company with the Mississippi and Wabash Railroad Co., upon terms agreed upon between said companies, agreeable to an act to provide for the reorganization of the Logansport, Peoria and Burlington Railroad Co., approved February 14, 1863, and agreeable to an act to amend an act entitled "An act to incorporate the Mississippi and Wabash Railroad Co.," approved February 10, 1863.

The Office of the Toledo, Peoria and Wabash Railway Company has been removed from 54 Wall Street, to the Scranton Buildings, No. 26 Exchange Place, second floor front.

Memphis Railroad Connections.

A letter to the *Herald*, dated Memphis, Oct. 2, 1865, says: "Four important railroads radiate from this city. The Memphis and Little Rock Railroad has not been running since the war, and was never completed. It is owned chiefly by capitalists in New York, who are taking steps to rebuild and extend the road. The Memphis and Ohio and the Mississippi and Tennessee railroads are in process of repair and in partial running order. They will be completed some time this winter, opening up to trade and communication extensive and rich districts which for years have been shut out from the world. The Memphis and Charleston Railroad is in operation to Tusculum, Ala., a distance of one hundred and forty-five miles, leaving a gap of twenty-one miles which is crossed by hacks carrying passengers and making regular connections. These, however, will soon give place to the railroad which is rapidly advancing to completion, when the great tide of travel will again sweep over this thoroughfare. The river business furnishes active employment to several of the

finest lines of packets on Western waters. These also bear the travel of the Southwest in the absence of available railroads."

Bright & Co.

We call the attention of our readers to the card of Messrs. BRIGHT & Co., 19 New street, and 64 Broadway, who with the best references and ample means propose to do a regular banking and commission business.

Tilford & Bodley.

This banking house, whose card is in another column, is composed of gentlemen who enter upon its business with a most favorable prestige. Mr. Bodley was formerly with Gilliss, Harney & Co., of Broad street, in this city, and Mr. TILFORD is an old and well-known banker of fifteen years experience in Lexington, Kentucky, and well known among the business men of the West. The references of this house are of the best character.

Bounty Taxation.

We publish in another place a statement of the Comptroller of this State, in relation to the amount of war bounties which has to be met by the people of this State, either now, or hereafter, according to the vote they may cast at the election coming off in the present month. It is a question of immediate payment by immediate taxation, or a postponement of payment, by the payment of interest. Every reader of the JOURNAL may decide the question for himself, having reference to his own pecuniary condition, and therefore we express no opinion on the subject.

Lawrence Railroad.

The New Castle *Courant* says the Lawrence railroad, from New Castle to Youngstown, is ready for the iron to within a short distance of Lowellville. Fifteen car loads of iron for this road have arrived, and track laying has commenced. The company expect to have the cars running to Lowellville Ohio, early in December. From that place a line of hacks will run to Youngstown—only eight miles.

Jamestown and Franklin R. R.

The Venango *Citizen* says: "We are assured that the required stock has been taken in the Jamestown and Franklin Railroad, and parties have gone to Cleveland to make the necessary arrangements there, for the completion of the road. Several hundred workmen have been advertised for, and the road, it is expected, will be completed to this place in three months at farthest."

Philadelphia and Erie Railroad.

The earnings of this road for September were \$281,573 44. Of this, under the agreement with the Pennsylvania Railroad Co., its lessees, the Philadelphia and Erie Co., receive 30 per cent., amounting at this rate for the year to about one million of dollars, out of which it has to pay interest on one million of 7 per cent. bonds issued by the Sunbury and Erie Co., on five millions of 6 per cent. bonds endorsed by the Pennsylvania Railroad Co., and on three millions of 7 per cent. bonds which are being issued for finishing the road, construction of piers, etc., at Erie—making an aggregate annual interest of \$580,000—leaving of the annual receipts \$420,000 for dividends on the capital stock of five millions of dollars. The State holds the company's bonds for four millions of dollars, issued in payment of the State Works, which will draw interest after 1872, at which time, it is hoped, the road will have increased its annual revenues in much greater amount than this additional interest.

Railroad Earnings.—Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 3d week in Oct., 1865, were:

	1865.	1864.
Passengers	\$12,132 00	\$10,193 58
Freight	14,326 50	10,006 04
Mail, express & telegraph	1,250 00	1,169 58

Total.....\$27,708 50 \$21,369 20

Total for the fiscal year

commencing Jan. 1. \$962,887 08 \$746,383 97

The traffic of the Great Western Railway for the week ending Oct. 27, 1865, was as follows:

Passengers	\$37,937 05
Freight and live stock	45,051 91
Mails and sundries	4,293 24

Total

Corresponding week of 1864

Increase

The earnings of the Michigan Central Railroad for the 3d week in Oct., 1865, were.....\$100,202 82

Corresponding week of previous year.. 90,013 14

Increase

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Oct., 1865, were.....\$122,601 00

Corresponding week of 1864

Increase

The earnings of the Chicago and Rock Island Railroad for the third week in October, 1865, were.....\$78,363 00

Corresponding week of previous year.. 79,866 00

Decrease

The earnings of the Chicago and Alton Railroad for the 3d week in Oct., 1865.....\$90,927 00

Corresponding week of previous year.. 67,943 00

Increase

The earnings of the Grand Trunk Railway for the week ending Oct. 21st, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	\$60,905 00
Express, freight, mails and sundries..	4,036 00
Freight and live stock	82,166 00

Total

Corresponding week, 1864

Increase

The Detroit and Milwaukee Railroad traffic for the 3d week in Oct., was

Corresponding week of previous year.. 32,688 00

Increase

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Oct. 21, were:

	1865.	1864.
Passengers	\$3,346 38	\$3,535 23
Freight	20,441 45	8,867 43
Express	130 22	104 16
Mail	296 58	296 58

Total

Receipts from January 1 to Oct. 21:

1865

1864

Increase

Gettysburg R. R.

It is stated that an arrangement is about being made by which the Hanover Branch Railroad Company will operate the Gettysburg road.

The Maine and Provincial Railways.

While the great Canadian Inter-colonial railway is yet a measure in doubt, the connection between Maine and the lower British provinces is becoming more of a certainty every day. On both sides of the line, companies are at work on various parts of the routes. When the whole are completed there will be a continuous line between Boston and Halifax, some seven hundred miles in length, via Portland, Lewiston, Waterville, Bangor, Oldtown and Calais, on our side of the line, and St. Stephens, St. John, Moncton, Shediac, Pt. du Chene, Amherst, Truro and Richmond, in the Provinces. The Nova Scotia Railway, which forms the extreme eastern section of this line, will also connect with Pictou, Windsor and other principal ports on the Gulf of St. Lawrence and Bay of Fundy, thus securing a western outlet for their trade at all seasons of the year. This road is already completed between Halifax and Truro, and the European and North American between St. John and Pt. du Chene on Northumberland Channel. The connection between this point and Truro is yet to be made, and also westward between St. John and Oldtown, on the Penobscot, which latter is at present the terminus of the Maine Central Road. But the connecting lines are now to be put through as fast as capital, labor and engineering skill can accomplish it.

Baltimore and Ohio R. R.

A newspaper correspondent who is traveling with the English tourists, made a trip with them the other day over the east end of the Baltimore and Ohio road. He was captivated with the scenery no less than with the wonderful energy shown by the company all through the war and since the return of peace. He alludes to the frequency with which the road changed possession, being one week within the Federal lines and the next week held by the Rebels. He notes the wrongs to which it was subjected by the enemy, who burned and blew up its great and expensive bridges, tore up its track, twisted its rails, destroyed its rolling stock, exploded its culverts, its water tanks and stations; in a word, who utterly destroyed it ever so many times so far as ability to earn money was concerned. After noting all these things, the correspondent says:

I made an effort to obtain the cost of this railway to the Government during the past five years in lives and wounds and dollars, its expense may be barely calculable. The three great rivals of the Baltimore and Ohio road to the North have enjoyed gigantic commerce all the while, but I do not think that any of these have demonstrated the powerful corporate energy of American railway people so well as this oft battered and as oft resuscitated route, which rallied at the first mention of peace, and brought home all the disbanded armies in a fortnight.

During the ensuing year it is probable that an important line of railway connecting New York with St. Paul, Minn., will be near completion. This is to be accomplished by the connection of the Minnesota Central with the McGregor Western at Austin, near the State line of Iowa. Both of these roads are progressing rapidly to the point of junction, and when united will form, via the Chicago and North Western, and Milwaukee and Prairie du Chien, a continuous railway route to St. Paul and Minneapolis. A very large and important trade is to be opened by this and the Northwest, drawing from the valleys of the Red river of the North and the Saskatchewan, will develop resources not yet appreciated by Eastern people.

Commerce of New York.

The New York exports for the nine months from January 1st, compares as follows:

	1864.	1865.
Domestic produce	\$153,851,993	\$107,934,357
Foreign free goods	1,582,348	772,180
Do. (dutiable)	13,961,235	2,741,641
Specie and bullion	34,936,661	22,689,116

Total exports

Do. exclusive of specie. 169,395,576 111,448,178

The revenue from customs at New York compare as follows:

	1864.	1865.
In Sept.	\$4,084,492 84	\$12,929,615 64
Previous 8 months.	52,286,437 59	59,587,543 22

Total 9 months ..

The New York imports for nine months, from January 1, compare as follows:

	1864.	1865.
Entered for consumption.	\$93,411,384	\$80,953,556
Entered for warehousing	85,395,103	58,146,535
Free goods	8,839,129	7,542,144
Specie and bullion	1,859,144	1,681,759

Total entered at port ..

Withdrawn fr. ware'ise 50,046,782 67,942,971

Toledo and Southwestern Trunk Railway.

We learn that a new railway organization is attracting considerable attention at the West. The line is stated to be from Goshen, Indiana, a station on the Michigan Southern and Northern Indiana Railroad, direct to Springfield, Ills. It is proposed to call the new organization the "Toledo and Southwestern Trunk Railway Company." The Chicago Tribune, speaking of the route destined to be occupied by this new company says:

The people of nine counties in Illinois, and six in Indiana, are determined to keep up with the improvements of the age, by the construction of a railway from Toledo, Ohio, to Springfield, Illinois. In traversing that fine agricultural and stock raising country, this road will strike the county seat of every county but one through which it passes. It will connect with the Southern Michigan Railroad, which is one of the links to connect in a direct line northeastwardly with railway lines for a distance of 850 miles.

From Springfield, Illinois, there is a road now in operation to Jefferson City, Missouri, with a determination on the part of the people in that section of the country to continue the road so as to connect with the Eastern Texas Railroad, at Sherman, on Red River, thus connecting Austin, the capital of Texas, with Montreal, Canada, in almost a direct line; and when thus finished, will be over 3,000 miles long, the most direct and longest line of railroad in the world. This enterprise is a very important one for the counties through which it runs, as there is no railroad running in the same direction nearer, on each side of the line of this road, than from thirty to seventy miles. The country will be of easy grade, and good timber for bridges and cross ties plentiful.

The officers of this road are well known by the people in the several counties in which they reside, for honesty and business qualifications, and in consequence of which the stock solicitors have met with good success in procuring stock.

At a meeting held in Lowell, Mass., on the 25th ult., a motion was made and carried that an advertisement, giving notice of intention to petition the next Legislature for a charter for another railroad between Lowell and Boston, be published without unnecessary delay, to answer the requirements of the law; and a committee of five was appointed to attend to that duty, and also to investigate other matters having a bearing on the subject the meeting had under consideration.

Interest and Dividends.

The Long Island Railroad Company have declared a quarterly dividend of two per cent., payable November 1.

The Wyoming Valley Canal a dividend of 4 per cent., payable on the 6th of November, free of tax.

The Concord Railroad Company a semi-annual dividend of 4 per cent., payable Nov. 1.

The November coupons of bonds of the Indianapolis and Madison Railroad will be paid by J. and S. Ferguson, No. 85 Pine st.

Pennsylvania Canals.

The Wyoming canal, it will be remembered, suffered severely early last spring from one of the most disastrous freshets ever experienced in the Northwestern part of the State. It was, in consequence, interrupted in business up to the first week in August, and yet the active demand since for coal and iron has so quickened its business that its tolls up to Thursday of last week topped a hundred thousand dollars. The Pennsylvania Canal, formerly a part of the State Works, and a connecting link in the outlet for the trade of the Wyoming Canal, correspondingly profits from the activity of the coal, iron and lumber trade of that region of the State. The steady increase of business through the Valley of the Susquehanna renders it probable that all the canals centreing in it, the Wyoming, the West Branch, the Pennsylvania and the Susquehanna, will be enlarged, and probably, the three upper ones at least consolidated.—*Phila. Ledger, Oct. 23.*

At a meeting of the Commissioners of the Washington County Railroad, held at Hagarstown, Md., on the 27th ult., Edward M. Mealey, Esq., of Hagarstown, was elected President, and J. L. Randolph, Esq., of Baltimore, appointed Chief Engineer. The meeting was adjourned to the 2d of November, at Baltimore. At this meeting it was understood that arrangements would be made, specifications, &c., prepared, and the whole line put under contract at once, and in running order early next year. It is the general impression that this company intend during the coming winter and spring to have further surveys made looking to an extension of their line west, some say to the coal fields of Western Maryland, and others that they intend to strike for the anthracite coal regions of Pennsylvania. The friends of the Western Maryland Railroad are very sanguine that this important road will also soon be ready to let.

The Cape Cod Central Railroad is now completed to Brewster, and its construction to Orleans is being pushed forward with all possible despatch. A special meeting of the stockholders of this road, held in Brewster on the 28th ult., voted to accept the act of the Legislature of May 5, 1865, and authorize the directors to increase the capital stock at their discretion. Also to give the directors authority to issue additional bonds, or to mortgage the road to secure the payment of bonds, &c., as they may deem expedient.

A meeting of the citizens of Dorchester Co., Md., was held at Cambridge on the 23d ult., to take measures to construct a railroad from that town to Bridgeville, and thus form a connection with the cities of the North. Addresses were made by several gentlemen, and a committee appointed to draft a charter to be presented to the Legislature. Subscriptions have already been secured to the amount of several thousand dollars. The cost, it is stated, will not exceed \$350,000.

Western Maryland Railroad.

At a meeting of the recently elected directors of this company, held in Baltimore on the 26th ult., Captain Robert Irwin was re-elected president of the road for the ensuing year. John B. Boyle Esq., was also re-elected secretary and treasurer of the company and P. H. Irwin, Esq., superintendent.

Captain Irwin on being informed of his re-election, acknowledged the compliment in a few brief remarks, thanking the directors for their continued confidence. He also spoke of his earnest endeavors heretofore to extend the road through to Hagerstown, and gave full assurance that in the future, as in the past, nothing should be left undone upon his part to accomplish that most important and desirable object.

Gwynn's Falls Railroad.

A sufficient amount of the stock—fifty thousand dollars—required by the charter, having been subscribed, the corporators of this enterprise met on Saturday last, and organized by appointing Hon. John Wethered, Chairman, and J. Howard McHenry Esq., Secretary. On motion, G. Slothower, Esq., was chosen permanent President of the company, and the following named gentle Directors to serve for one year, viz: John Wethered, T. J. Myers, J. H. McHenry, Mr. Harris and Theodore Motte. There was an earnest and energetic spirit manifested at the meeting. Nearly or quite one hundred thousand dollars of the stock has already been subscribed. The road will cost to complete it about \$250,000.—*Baltimore Sun, Oct. 10.*

The following gentlemen have been elected directors of the Alexandria and Fredericksburg railroad for the ensuing year: R. W. Latham, of New York; H. G. Fant and L. P. Suit, of Richmond; J. B. Stewart and L. Huyck, of Washington; S. M. Shoemaker, of Baltimore; Alexander Hay, of Philadelphia; Julius Stahl and E. D. Burr, of New York. President, R. W. Latham; Secretary, J. B. Stewart; Treasurer, L. Huyck. It is stated that the most feasible and direct route to Fredericksburg will be immediately surveyed and put under contract.

A Desmoin's dispatch to the *N. Y. Tribune*, says that the Chicago and Northwestern Railroad Company are about to purchase the Decorah Branch Railroad, in Iowa, with a view to extend it northwardly from Decorah in the direction of St. Paul.

The amount of income charged with income-tax in the United Kingdom in the year ending the 5th April, 1864, was £326,775,501—namely £276,514,250 in England, £27,137,918 in Scotland, £23,123,333 in Ireland.

A proposition is on foot to construct a railroad in Michigan from Saginaw to the Straits of Mackinaw, which would intersect the road from Escanaba to the iron mines of Lake Superior. The contemplated link would be one hundred and thirty miles long.

The Brooklyn and Rockaway Beach railroad, which starts from East New York and runs to Canarsie, where ferryboats take passengers direct to Rockaway beach, has just been completed.

The survey for a railroad from Lawrence, Kansas, to Pleasant Hill has been completed. The distance is 53¼ miles, or 19 miles shorter than the route via Kansas City.

Pittsburg and Connellsville R. R.

Through the aid of the Baltimore and Ohio Railroad Co., the Pittsburg and Connellsville Railroad Co., are enabled at once to resume operations on the Sand Patch tunnel. A large force will without delay be placed upon the work, which will be pushed on to completion as fast as possible.

Atchison and Pike's Peak R. R.

Major Gunn, Chief Engineer of the Atchison and Pike's Peak Railroad has received a dispatch from Col. Osborne, contractor for the road, directing him to push forward the work with all possible speed, and hire all the men he could obtain, as laborers. He states that ample funds are now in possession of the company to complete the whole road.—*Atchison Champion.*

The Raleigh Standard says that the North Carolina railroad from that point to Goldsboro' has been turned over to the stockholders, and the company now have possession of it. This places the whole line from Goldsboro' to Charlotte in the hands of the stockholders.

Work has been recommenced on the Delaware and Maryland Railroad, running from Smyrna, Delaware, to Easton, Md., and a large force is now engaged in laying rails.

The railroad from Chestertown, Kent Co., Md., to the Delaware Railroad, it is expected, will soon be commenced, nearly all the stock having been subscribed for.

By a return just published, the population of Paris consists of 1,796,141 persons.

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OFFICE OF THE NEW YORK CENTRAL R. R. Co.,
ALBANY, November 1st, 1865.
THE ANNUAL ELECTION FOR DIRECTORS OF this Company, and for three Inspectors of the next Election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second Wednesday (the thirteenth) of December next. The polls will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter.
By order of the Board of Directors,
ROBERT L. BANKS, Secretary.

To Railroad Companies or Contractors.
THE Advertiser has several Steam Excavators, with Cars, and all the material adapted for speedily executing heavy excavations, filling of trussle work, or loading trains with material for gravelling.
Any persons having such work to do will please address, with particulars, Box 366, Clinton, Mass. 6m-36

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HAVE opened an office in Baltimore, in the Law Buildings, St. Paul street front, and may be consulted or employed in the Location and Construction of Railways and other Roads and their incidental works throughout the United States. Also, the survey of Estates, Water Powers, &c., and will receive a limited number of Pupils for instruction in their Profession. 3m-33

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Usual length and width (Body 16 feet by 7.)

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The steamers of this Company will sail regularly thereafter, as above, on the 1st, 11th and 21st days of every month, except when such dates fall on Sunday, when the departure will be on the preceding Saturday. The

ATLANTIC,

Captain JEFFERSON MAURY will sail on SATURDAY, November 11th, connecting on the Pacific with the COLORADO. The

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Captain ROBERT H. HORNER, will sail on TUESDAY, November 21st, connecting with the SACRAMENTO.

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First Cabin, \$350; Second Cabin, \$250; Steerage, \$125. Children between 6 and 12 years, 1/2 fare; children from 2 to 6 years, 1/4 fare; children under 2 years, free.

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ASPINWALL TO PANAMA.

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Of these, 12,500 are appropriated for working capital.

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Each share will be entitled, from the coal mined by the company in any one year to its proportionate share of said coal so mined at cost, not exceeding one ton per share, (or the profits thereon,) and a dividend of the profits from the product, beyond the amount delivered on the shares.

The property of this company is situated between the town of Scranton, Penn., and the Wyoming Valley Railroad and Coal Company's property, about one mile from Scranton, and adjoining the Wyoming Railroad and Coal Company. It is free and unincumbered, and the company has no debt of any kind. It is one of the best coal properties in the valley, being estimated to contain seven millions of tons of coal, almost the whole of which is above water level, and capable of producing from 100,000 to 150,000 tons a year.

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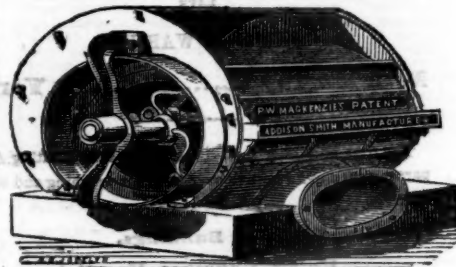
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